



SEATTLE LATVIAN LUTHERAN CHURCH
11710 3rd Ave. NE, Seattle, WA 98125

Pastor Daira Cilnis, D.Min.
10702 Lakeside Ave. NE, Seattle, WA 98125
206-674-9600
cilnis@earthlink.net

September 18, 2013

Sound Transit Comments c/o Lauren Swift
401 Jackson St.
Seattle, WA 98104

To the Board of Sound Transit:

C-034-001

The Seattle Latvian Lutheran congregation is experiencing a feeling of *deja vu*. Yet again it has become a possibility that our church and community center will be taken from us, as it was 44 years ago. For the older members—this is the place they built with their hands, volunteering their time, after work and on weekends. Built not only with brick and mortar, but also with hopes and dreams—a center for their children and grandchildren, so that they too could learn about their Latvian heritage.

In the 42 years since we are in our present location, this has become our Latvian church home. It's where we gather on Sundays to worship in the language of our heart—the only place in Seattle, where services are held in Latvian. And, since our community has now grown to include many "adopted Latvians" who many not speak the language, but do feel at home—we also have services once a month in English.

It's the spiritual home to which our children and grandchildren return for Christmas and Easter. It's where we celebrate the birth and baptism of our little ones. (Next Sunday, we will be baptizing Kevin Erik, whose mother was also baptized in our church—a continuity that adds richness of meaning for both parents and grandparents!)

It's where we rejoice with young couples (and occasionally, not so young!) as they set out on the journey of marriage—and where we mourn those whose life journey has come to an end. In church, our family home.

I speak for all of us—the founding members who built our church, their children who are now bringing their own children here, as well as our dear "adopted" Latvians: it is our hope and our prayer that this time it won't be *deja vu*, that Sound Transit will find a way to let us remain in our church home that is so important to our lives.

Sincerely,

Pastor Daira Cilnis

C-034-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. See Section 2.5.1 for a description of the refined Segment A alternatives that avoid displacing the church.



SIGULDA

Sound Transit DEIS Comments
c/o Lauren Swift
401 S. Jackson St
Seattle WA 98104

September 18, 2013

Re: Lynnwood Link Light Rail Extension

C-035-001

I am writing on behalf of the Latvian choral ensemble Sigulda, based in Seattle. Our 25 member group was established in 1985 and has performed at multiple events in the Seattle area over the years. Our group sings for Latvian functions and church services, as well as for other community performances, including Northwest Folklife and the Bellevue Sister Cities Association.

It is a great concern to us that the Seattle Latvian Community Center is endangered by all of the alternatives currently proposed in the DEIS. We hold weekly rehearsals in the hall at the Center, located at 11710 3rd Avenue NE. We have always had a need for piano accompaniment and hence have never been able to fit rehearsals of that size in any one individual's home.

We urge Sound Transit to find an acceptable version of developing the light rail project through the Northgate area that allows the Seattle Latvian Community Center & Church to remain a vital, functioning property. There simply is no other location within the Baltic community that serves such a prominent role throughout the Pacific Northwest.

Please consider the needs of the local citizens who use this Center so frequently and on so many different levels, as you move forward with this project. Thank you for your consideration.

Sincerely,

Inese Bergman for Sigulda
611 Birch St
Edmonds WA 98020

C-035-001

Thank you for your concerns about the potential displacement of the Latvian Evangelical Lutheran Church and for highlighting its significance to the region's Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

September 23, 2013

VIA EMAIL AND HAND DELIVERY

Sound Transit DEIS Comments
c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

Email: LynnwoodLinkDEIS@soundtransit.org

Re: Lynnwood Link - Petitions against Alternative Routes C1 and C2

To: Sound Transit Board:

C-036-001

Attached are approximately 1,800 signatures on petitions against Routes C1 and C2. There are more petitions against C1, only because our group, Save Scriber Creek Park, did not unite with the residents and business owners against C2 until after the Sound Transit Meeting on August 21.

When we petitioned, we used the comparison chart (Chapter 5, Table 5-4 Comparison of Segment C Alternatives) and the map (Summary, Figure S-8, Alternatives C1, C2, and C3) from the DEIS so that people would understand what they were signing and had extra copies available as hand-outs. (See attached documents.) Almost without exception, the signers said that C3 was "the way to go"; "a no brainer"; "why are the other two routes even in the picture?" These are a few examples of their pro C3 comments.

We also told the people who signed the petition that their information would be sent only to the Sound Transit Board because many people expressed concern about how their information would be used.

If you have questions, I can be reached at (425) 776-5374.

Very truly yours,



Maryellen Walsh

Enclosures (Comparison Chart, Map and Petitions - 181 pages with app. 1800 signatures)

Cc: Lynnwood City Council (Comparison Chart and Map only)
Save Scriber Creek Park and Wetlands Group

C-036-001

Thank you for providing signatures regarding opposition to Alternatives C1 and C2. Per the request of signatories, the signatures have not been included in the Final EIS.

Table 6-4. Comparison of Segment C Alternatives

Alternative	C1	C2	C3
Station	200th Street SW	At transit center	At park-and-ride
Category*	Measure		
Capital Cost	2012 dollars (in millions)	\$370 to \$376	\$370 to \$340
Ridership	2033 daily boardings (net)†	19,400 to 19,800	19,400 to 19,800
Station Area Transit-Oriented Development	Qualitative rating of potential under existing conditions (limited-moderate-strong)	200th Street SW Station: moderate-strong	Lynnwood Transit Center: moderate-strong Lynnwood Park-and-Ride: moderate-strong
Property	Number of parcels affected	108	15
	Number of residences displaced	77	0
	Businesses and institutions displaced	31	1
	Estimated WSDOT right-of-way needed (acres)	1	3
Transportation	Reassigned streets	—	208th Street SW
	Number of parking spaces removed	6	0
Ecosystem Resources	Wetland / buffer acres affected	Less than 0.1 / 0.5-1.0	0.2 / 0.5 - 1.0
	Acres of vegetation removed	1	1-2
Visual and Aesthetic Resources	Qualitative rating (low-medium-high impact)	High	Medium
Noise	Number of properties affected before mitigation ‡	286-289	108-116
	Number of properties affected after mitigation	0	0
Parks and Recreational Resources	Resources directly affected	Interurban Trail Scriber Creek Park Scriber Creek Trail	Interurban Trail Scriber Creek Trail Scriber Creek Trail

* Only categories with notable impacts or differences among alternatives are shown; Chapters 3 and 4 include full details.

† Range reflects contingencies for a conceptual level design. Figures rounded to the nearest 510 million.

‡ Ridership range reflects total boardings at this station, but adjusted to reflect ridership changes caused by additional station(s) in Segment A or B and their effect on ridership in this segment.

§ Includes park-and-ride noise impacts.



C1: 52ND AVE W TO 200TH ST STATION



C2: 52ND AVE W TO LYNNWOOD TRANSIT CENTER STATION



C3: ALONG I-5 TO LYNNWOOD PARK-AND-RIDE STATION

Figure S-8. Alternatives C1, C2, and C3

SUMMARY



September 19, 2013

Sound Transit Draft EIS Comments
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

On behalf of what we learned from 700 Boomer aged participants who attended our Aging Your Way gatherings across King County including Shoreline, I would like to comment on the draft EIS. While most people associate Senior Services with the current elder cohorts, which would be the Silent and Greatest Generation, we are also engaging with the Boomers. They are a large, vocal cohort with different desires and values about what kind of community would support their aging.

What we consistently heard across the 12 gatherings and a summit we organized was a vision of the future that didn't require getting around in a car. We also heard a strong interest in sustainability and a desire to leave a positive legacy.

We are delighted that light rail is coming to Shoreline, the eastside, Capitol Hill and being extended south past the airport. This is how Boomers envisioned getting around along with a built environment that was pedestrian and bicycle friendly and with more frequent bus service. We also heard a lot about circulating shuttles. Boomers will more readily give up their keys when there are more transportation choices. This desire stands in stark contrast to their parents and grandparents who had to have the keys pried out of their hands.

C-037-001 So many Boomers we talked to would be puzzled about a project that is scheduled to come on line ten years from now that has parking garages at both of the proposed Shoreline stations. We understand that people who currently live there are concerned about people parking in their neighborhood. We wonder how relevant this will be 10-20 years from now when the station areas are rezoned for multi-family housing? Indeed this is the only kind of development that makes sense near a light rail station.

C-037-002 I would like to get back to the circulating shuttle idea which was popular amongst Boomers. Why wouldn't this work in the short term (ten years from now) for getting the people who don't want to drive to the station or for whom walking and cycling is not an option?

C-037-003 In closing, the Boomers we talked to support strategies that are sustainable. Auto dependent strategies are not sustainable and that translates into Boomers being bad ancestors.

Sincerely,

Joanne Donohue, VP

Cc: Shoreline City Council

A non-profit agency supported by United Way of King County investments
2208 Second Ave, Seattle, WA 98121

(p) 206 448-3110 • (TTY) 206 448-5025 • (f) 206 448-5766 • www.seniorservices.org

C-037-001

Please note that the majority of patrons for most stations would be arriving via transit, walking or biking, but parking is still expected as part of a solution that attracts patrons who might otherwise make the trip on congested highways.

The parking supply levels currently proposed reflect continued projections showing demand for parking as one element of an effective multimodal access plan, consistent with Sound Transit's adopted System Access Policy. Even with potential redevelopment in station areas, the project is being designed to serve the larger north corridor area, which is densely developed, largely residential and constitutes a large population that uses park and rides and transit today to reach jobs and destinations at the regional centers in the north and south, including downtown Seattle, Northgate and Lynnwood.

C-037-002

The plan for transit service connections to stations will be refined in coordination with partner transit agencies and local jurisdictions as the project approaches the start of operation; in King County, this planning would be led by King County Metro. The project's current transit integration plan for the project anticipates frequent local services connecting to the stations, most of which connect to other activity centers east or west of I-5, but circulators could be considered.

C-037-003

Comment noted.

Thornton Creek Legal Defense Fund
Patricia Sumption
10510 – 11th Ave NE
Seattle WA 98125

September 23, 2013

Sound Transit Board
c/o Roger Iwata
Union Station
401 S Jackson St
Seattle, WA 98104

Re: Lynwood Link Light Rail Draft EIS

Dear Mr. Iwata and Sound Transit Board members:

C-038-001

Thank you for this opportunity to comment on the Draft EIS for Lynwood Link Light Rail Project. Thornton Creek Legal Defense Fund hereby requests “party of record” status with legal standing in this matter, and also requests party of record status and legal standing for its board members, Janet Way and Patricia Sumption.

Although Thornton Creek Legal Defense Fund was present and made oral comments on the Lynwood Link Light Rail project in April 2012, we did not receive notice of this opportunity to comment on the Draft EIS. For that reason we were scrambling to get these comments written by the deadline. Please make sure Thornton Creek Legal Defense Fund stays in your records this time.

We request “party of record” status with Legal Standing in this matter

Thornton Creek Legal Defense Fund (TCLDF) is a non-profit organization begun to provide grassroots support to protect Thornton Creek, its tributaries, and their ecosystem.. TCLDF was incorporated in 1999. Its board and members are composed of citizens who live within the Thornton Creek watershed and beyond. These folks are concerned about the possible negative effects of the proposed North Corridor Transit Project and Light Rail Station area.

It is important to TCLDF that concerns of this and other neighborhood and citizens are heard, along with those of governments and businesses. TCLDF has worked in the past to accomplish goals that protect Thornton Creek and still accommodate other stakeholders and competing needs. We worked hard to bring all sectors to the table when we sought to daylight part of Thornton Creek south of the Northgate Mall and our efforts resulted in a project which included retail, condominiums and apartments, the daylighted creek, a small park, and parking facilities for the adjacent Metro Transit station.

C-038-001

There is no "party of record" designation for this project. Instead, interested parties are encouraged to sign up to receive periodic project updates and information disseminated by email. Sound Transit has added Patricia Sumption's and Janet Way's email addresses to the project update list.

C-038-002

Thornton Creek Legal Defense Fund and other citizen groups must be a part of the discussion and process again in the decisions to be made re the Lynwood Link Light Rail (LLLR). Urbanites need and desire to have natural beauty near where they live along with urban amenities. The Sound Transit Board must hear these voices and protect Thornton Creek and its wildlife, salmon, and other aquatic life. TCLDF also seeks to protect the hydrology, wetlands, and natural (native, where possible) vegetation. We also seek to protect amenities such as wildlife corridors, parks, and greenways for their own sakes and for the enjoyment of people living nearby. We are aware that this will not be easy since the I-5 Freeway is squeezed in tightly next to Thornton Creek in many areas through the proposed LLLR route, and that therefore the LLLR route will be very close to the Creek as well. The solutions to trying to put everything in the same place will not be easy to come by, but TCLDF feels it has expertise in helping to find solutions that will help the process, as evidenced by our success at the South Parking lot adjacent to Northgate Mall and the Metro Transit Center.

C-038-003

It appears that under the current proposal it may be impossible to mitigate harmful impacts on the environment. The proponents of the LLLR must consider direct, indirect and cumulative impacts on people living along this corridor and on the natural environment, including Thornton Creek. Since there may be problems achieving mitigation regarding these important issues, TCLDF must be allowed a place in the discussion of routes as well as mitigation efforts.

Together we must find solutions that deal with traffic safety, increased traffic congestion, potential excess housing density and height, effects on water quality and quantity necessary for humans and for fish and wildlife, loss of habitat and of wildlife. TCLDF seeks to protect the area against such impacts as well as others such as localized flooding, reduced property values, impaired air quality and added carbon emissions, reduced property values, loss of trees, increased noise and glare. If Thornton Creek Legal Defense Fund and Sound Transit Board accept such impacts as the necessary cost of expediting movement of people, we will create an environment which will send many people elsewhere, seeking a place where decision makers recognize the value of the natural environment and protect it as an absolute necessity.

C-038-004

Thornton Creek Legal Defense Fund has a number of concerns with the proposed Best Alternative for the LLLR. They include impacts related to problems with Increased Noise; Traffic and Parking; Walkability, Bicycle and Pedestrian Safety and Facilitation; Increased Stormwater Runoff and its negative impacts on Thornton Creek and other water bodies; Open Space and Parks; Consideration for Neighborhoods; Air Pollution and Carbon Footprint; and Light Rail Station Area Planning. These points were all raised in the comment letter by Paramount Park Neighborhood Group on this Draft EIS and since we want to meet the deadline we will follow their lead on the specifics of these issues.

Having reviewed the comment letter from Paramount Park Neighborhood Group, TCLDF hereby adopts and incorporates into this comment letter on the D-EIS for the Best Alternative for the LLLR route, the comments in Paramount Park Neighborhood Group's

C-038-002

Sound Transit recognizes the importance of Thornton Creek and its associated wetlands. None of the alternatives would entail in-water work in Thornton Creek. Sound Transit also is designing the project to minimize the potential for construction impacts and for permanent facilities to interfere with possible future fish habitat restoration projects, including at Thornton Creek. Please see Section 4.8.6 Mitigation Measures in the Ecosystems section of the Final EIS. This section discusses Sound Transit's policy on ecosystems mitigation, calls for avoiding environmentally sensitive resources where possible, and requires mitigation to achieve no net loss of ecosystem function and acreage. The project's final design and permitting processes will also provide opportunities for interested parties to review design proposals and make comments.

C-038-003

The Draft EIS did not find a broad set of unavoidable and significant adverse effects that cannot be mitigated. The Draft EIS included a review of potential adverse direct, indirect, and cumulative effects in all topic areas required under NEPA and SEPA, and the Draft EIS has been subjected to the review of the public, including other resource agencies and jurisdictions. The Final EIS has further detail on Sound Transit's mitigation commitments for the Preferred Alternative and potential mitigation for other alternatives. The Summary section S.10 discusses areas where unavoidable adverse effects may remain after mitigation, and these would primarily be related to the removal of mature vegetation and trees in areas to be occupied by the guideway. The project would not directly lead to overbuilding or over-densification, as any other proposed plans or developments not allowed by currently adopted plans would require additional approvals by local jurisdictions. Sound Transit remains open to suggestions for minimizing impacts and providing mitigation. It will also continue to explore ways to reduce impacts through final design and permitting. In conjunction with the

C-038-004

comment letter. Those comments parallel what Thornton Creek Legal Defense Fund would have written.

Please include our comments in the hearing record, and consider them in your administrative review and notify us of any and all meetings, hearings or updates on this proposed project.

We incorporate by reference, our original oral scoping comments at the April 23, 2012 hearing and all of the comment letters received at that time. We also incorporate by reference all documents and comment letters submitted to date on the DEIS process.

Thornton Creek Legal Defense Fund, knowing how important it is to have Stakeholders from all sectors involved for best results, is looking forward to working with the Sound Transit Board and other entities that will be work on the implementation of this planning effort.

Respectfully submitted,

Patricia Sumption, board member,
Thornton Creek Legal Defense Fund
10510 – 11th Avenue NE,
Seattle, WA 98125
206-525-1708

permit processes, Sound Transit will provide further opportunities to involve the public, including interested parties such as the TCLDF.

C-038-004

Please see responses to Paramount Park Neighborhood Group's comments C-033-001 through C-033-024.



September 23, 2013

Lauren Swift, Lynnwood Link Extension DEIS
Sound Transit
401 South Jackson Street
Seattle, Washington 9810

Re: Lynnwood Link Extension Draft Environmental Impact Statement Comments

Dear Ms. Swift,

Thank you for this opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Lynnwood Link Extension.

Transportation Choices Coalition is a statewide nonprofit organization working to bring Washingtonians more and better transportation choices. We view this project and all projects that move light rail farther north as a vital component of the Central Puget Sound's future regional transportation infrastructure, providing a fast, reliable, economically and environmentally sustainable way for our growing population to reach homes, jobs and destinations. The Lynnwood extension will be an economic development engine, dramatically improving access throughout the region and stimulating additional public and private investments in Seattle, Shoreline, Montlake Terrace, Edmonds and Lynnwood. Finally, we hope that the introduction of high-capacity transit will maximize existing, and catalyze new, vibrant neighborhoods and urban centers, thereby creating great places for people to live and work.

In order to achieve these long-term goals, Lynnwood system alignment and station siting decisions must maximize the potential for meaningful Transit-Oriented Development (TOD) throughout the alignment. These vibrant neighborhood and urban centers—providing a complete array of amenities, housing and transportation choices, in proximity to high-capacity transit—have demonstrated countless long-term social and environmental benefits and are a central strategy to accommodating growth in a sustainable manner in our region. In addition, system alignment and station siting decisions must minimize the short-term and long-term environmental and social impacts of construction of the system.

We understand that reduced sales tax revenue and an agency wide shortfall may push you to look at up-front cost saving opportunities in the system design and construction. However these short-term cost saving measures should not compromise the potential benefits of the system by limiting long-term access and ridership of the system. It is imperative that the Lynnwood Link project optimizes access within and between urban centers, as promised in the overwhelmingly approved ST2 package in November 2008.

Based on these considerations, we make the following comments on the DEIS:

319 1 Ave S, Suite #20 | Seattle, WA 98104
p: 206.329.2336 | transportationchoices.org



C-039-001

We strongly support Alternative A10 or A11 for Segment A for strong TOD and ridership potential – construction of 3 stations 130th, 145th and 185th

We believe this alternative maxes the ridership and TOD potential of the alternatives analyzed. The capital cost range for three stations instead of two, is lower or comparable, but the ridership and development potential is much greater. There is no compelling reason to choose A1 or A3 and those options should be removed from consideration. Increased ridership and TOD potential will lead to higher cost recovery in the long run and will maximize investment in this corridor. We must get the most out of our regional investments.

C-039-002

We strongly support Alternative B2A for Segment B for strong TOD and ridership potential – construction of two stations, Mountlake Terrace Transit Center and 220th Street SW

We believe this alternative maxes out the ridership and TOD potential of the alternatives analyzed. It is imperative to support potential TOD in Mountlake Terrace's planned town center, by locating the stations east of I-5.

In closing, we believe the Lynnwood Extension, if well-designed to promote access and choices, will help achieve our region's and state's growth management and environmental requirements while generating economic development and supporting great places for people to live and work. As our region continues to grow in population and employment, moving between urban centers in a socially and environmentally sustainable manner is critically important.

We commend Sound Transit for the lengthy and comprehensive environmental review of Lynnwood station alternatives. Thank you for this opportunity to comment on the DEIS. Please contact us if we can provide any additional information or assistance.

Sincerely,

Carrie Dolwick
Policy Director
Transportation Choices Coalition

229 1st Ave S, Suite 420 | Seattle, WA 98104
☎ 206.329.2336 | transportationchoices.org

C-039-001

Your reasons for preferring three stations in Segment A, as featured in Alternatives A10 and A11, are noted. The Preferred Alternative has stations at NE 145th Street and NE 185th Street and considers an option for a 130th Street station.

C-039-002

Your preference for Alternative B2A due to its two stations is noted. The Final EIS considers an option to the Preferred Alternative for a second station.



Sietlas latviešu bibliotēka
11710-3rd Ave NE
Seattle, WA 98125

September 12, 2013

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St.,
Seattle, WA 98104

C-040-001

Along with other members of the Washington State Latvian community, I am very concerned about the future of our church and community center because of the impact that the Light Rail extension north to Lynnwood will have on our facility.

We have at the center a library with several thousand volumes of Latvian books and journals. The library serves the entire community: older people who feel the need to read in their native language; younger people who want to learn about Latvian authors and Latvia's history; and children in Latvian school, who are studying the Latvian language and learning about the culture of their parents and grandparents.

The library is a source of reading material for our Latvian Book Club, which meets regularly throughout the year. By donating not insubstantial sums to the Baltic Studies fund each time we meet, the Book Club supports the Baltic Studies program in the Scandinavian Department at the University of Washington. UW officials have consistently expressed their gratitude for the great support from the Latvian community.

Each year our Latvian library ships hundreds of books by Latvian authors living in the west to libraries and schools in Latvia. These books were not available, and indeed forbidden, to readers in Latvia during the 50 years of communist occupation.

If we lose the Latvian Center, the library will cease to exist and our community will be deprived of the strong link to its cultural heritage that books provide. We ask you to do everything possible to let us keep the church and center.

Sincerely,

Dr. Vaira Pelekis-Christopher

Dr. Vaira Pelekis-Christopher

Librarian
Seattle Latvian Community Center

C-040-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Please see Section 2.5.1 of the Final EIS for a description of the refined Segment A alternatives that avoid displacing the church.

Ann-Marie Petersons
Co-Director
Seattle Latvian School
11710 3rd Ave N
Seattle, WA

September 20, 2013

Sound Transit
C/o Lauren Swift
401 Jackson Street
Seattle, WA 98104

Dear Sound Transit:

C-041-001

On behalf of the Seattle Latvian school students, families and graduates we would like to express our concerns about the Northgate light rail expansion.

The Seattle Latvian School was established in 1950 for the purpose of teaching Latvian language, culture, and history. Since its inception, it has been a significant pillar in the small but active Latvian community in the Pacific Northwest. Hundreds of students have graduated from the school and as adults most students continue to be active participants within the larger community. The effect is that the school has a generational impact on our community. Almost all of the parents of our current students attended our school when they were young.

The Latvian Center and Church has several dedicated classrooms for the school. This enables our teachers to create an immersive cultural environment for our children. It would be very difficult to re-create this environment should we need to look for an alternative location to hold our school.

Our enrollment ranges in size from 25 to 50 students and this fall we will welcome 25-30 pupils. Currently, all of our students are under 9 years of age, although typically we have students from 3 to 14 years old. We are disheartened to think that these children might not have an environment to further their Latvian education as they grow older.

C-041-001

Thank you for your concerns about the potential displacement of the Latvian Evangelical Lutheran Church and for highlighting its significance to the region's Baltic community, including the Seattle Latvian School. The Sound Transit Board directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. Since the publication of the Draft EIS in June 2013, additional engineering was undertaken to reduce adverse effects on the Latvian Evangelical Lutheran Church property and facilities. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained. Several sections in the environmental document have been updated to address these changes including: Section 2.5.1 describes the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative.

The church building was evaluated as a noise and vibration-sensitive property, as discussed in section 4.7 Noise and Vibration, and further detailed in the noise and vibration technical report. The technical report details noise levels at the church for existing conditions and for future years with and without the project. Sound Transit is replacing the existing noise wall with a higher noise wall, in part for the church but also to mitigate the residential properties around the church. As a result, there would be no remaining impacts to the church and the outside noise levels are predicted to be similar to existing noise levels.

Construction of the light rail project near the Latvian Evangelical Lutheran Church would take approximately 1 to 2 years. Access to the

C-041-001 We urge the transit commission to work closely with the Latvian and Northgate communities to find a solution that allows continued access to the building and mitigates all impacts so that our School can continue operating successfully. Impacts to the school from the light rail include, but are not limited to, noise coming from the tracks during outdoor time, vibration, and lack of parking in the event any of the alternatives result in reduction in parking. In addition, Sound Transit should plan to relocate the school temporarily during construction since a closure of the school for any period would be disruptive to the children and the education we provide.

While school is primarily on Saturday mornings, we also have several events that are held on weekend evenings with adults and community members are present. If parking is severely limited, this will impact our ability to hold those events.

Thank you in advance for reviewing our school's comments and taking them into consideration when considering this expansion of mass transit.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ann-Marie Petersons', with a long, flowing horizontal stroke at the end.

Ann-Marie Petersons

church and community center buildings would be maintained during construction, and parking supply would be maintained as much as possible, although, access or parking areas may temporarily shift as the realigned access roadway is developed. During final design and construction planning, and throughout the construction period, Sound Transit will coordinate with the church and the school to minimize impacts on church and cultural center buildings and their related activities and functions.



September 23, 2013
Sound Transit Draft EIS Comments
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

Senior Services was fortunate to be awarded one of the Growing Transit Communities' Equity Grants for the Lynnwood Link Light Rail Planning. We focused on outreach and community organizing with Shoreline residents. Our goal was to create a process to assure that people from communities of color and those living on limited incomes had a voice in Transit Oriented Development.

We organized and held two events in Shoreline this year: one for the Korean Community, which was held in Korean, not English; and one for folks of limited incomes, of which about 20% were also disabled. As the convener, we are not officially representing either of these groups; we are submitting this comment letter to report what people in these groups said they wanted available in the station area when they stepped on or off of the trains in Shoreline. About 100 people attended these two events.

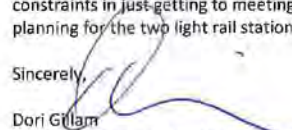
C-042-001

I'm attaching 3 documents: Summary Reports for each of the two events by sub-category, and the detailed comments as listed from each of the discussion tables. Some of the most repeated ideas were:

- Built environment features: water fountains, LEED construction, covered benches and waiting areas, restrooms, drinking fountains, open and green spaces, parks, gardens and pea patches
- Bike lanes and trails connected to stations; bike storage, rentals, zip bikes at stations
- Pedestrian features: sidewalks and trails connected to stations
- ADA Compliance and over-compliance: non-slip diamond plates; Universal Design; extra-wide drop-off zones and platforms; increased ADA parking; vision and hearing impaired signals.
- Parking: disabled, commuter-only, underground, van-pool, mixed use
- Fitness options: sports fields, areas for exercise in the morning, sport courts, a pool, a YMCA
- Safety: well-lit, pleasant, clean, patrolled, safe at night and day, security cameras
- Dense Housing: mixed density with emphasis on low-rise rather than high-rise
- Coffee Shops – High level of request for these!
- Mixed Income Housing – Affordable and subsidized; emphasizing lowest incomes
- Korean Grocery Store; and other ethnic markets
- Art – local, Native, humorous, murals and sculpture

Please understand that we spent several months encouraging these people to engage in this process. It is difficult to assure these voices are at the table when language barriers, physical barriers, and often time and cost constraints in just-getting to meetings, can prohibit people from being involved. Please consider this input when planning for the two light rail stations in Shoreline.

Sincerely,


Dori Gilman
Program Manager, Aging Your Way

A non-profit agency supported by United Way of King County investments
2208 Second Ave, Seattle, WA 98121
(p) 206 448-3110 • (TTY) 206 448-5025 • (f) 206 448-5766 • www.seniorservices.org

C-042-001

Sound Transit appreciates receiving these documents from your events. Many of these components are discussed in the Draft EIS. During final design, Sound Transit will work with local jurisdictions and offer opportunities for public involvement as the detailed design of the station continues. The Sound Transit project does not yet define commercial or recreational space in the facilities, although Sound Transit does have a Transit Oriented Development policy as described in Section 4.2 of the Draft EIS, and is open to transit-oriented development partnerships.



Summary of Ideas from TOD Event for the Korean Community

On July 11, 2013 about 60 members from the Korean Community attended an event at the Shoreline Conference Center convened by Senior Services and facilitated by Yun Sook Kim. State Representative Cindy Ryu provided opening remarks and connected Senior Services to the Korean Community. The event was made possible by an Equity Grant from the Growing Transit Communities Project administered by Impact Capital. King County Council Member Rod Dembowski, Shoreline City Council Members Chris Eggen, Chris Roberts and Jesse Salomon attended the event. Successful transit communities are created through inclusive planning and decision making processes, which is why the event was held. Participants were given an opportunity to begin thinking and talking about what kind of community they wanted to live in. Their feedback is organized under the topic areas below.

C-042-002

Bicycle/Walking/Bus Connections

- Bicycle storage that is safe and secure
- Enough parking spaces particularly for commuters
- Accommodation for elders and people with disabilities
- Expanded bus service to connect the community to the station, especially East-West, but also between King and Snohomish
- Bicycle lanes that connect the community to the station
- Able to get to the station by walking or biking
- Circulating shuttles picking up people to take them to the station so they wouldn't have to bring their car; stopping at shops, the library and other popular destinations along the way
- Places to visit by foot that are near the station where people can shop, fitness center, grab coffee or a snack

C-042-002

Thank you for the suggestions on transit service and access features for the stations. As described in the EIS, Sound Transit developed preliminary station access plans in coordination with King County Metro, Community Transit, WSDOT and the local jurisdictions. This included a transit integration plan addressing potential changes to transit service to serve the stations. However, specific changes to routes and services would be made by each of the local transit agencies in a public planning process that would occur prior to system opening. Each of the stations include pedestrian and bicycle access features, and where streets are altered or reconstructed for the project, bicycle and pedestrian facilities are included consistent with local jurisdictional plans and standards.

C-042-003

Housing

- Senior Apartments with a green roof that includes vegetable garden
- Residential and commercial mixed use development
- More subsidized apartments
- Apartments in addition to what is mostly single family houses in Shoreline

C-042-004

Recreation/Community Services/Schools

- Sports fields and built environment that supports physical activity
- Exercise in the morning before heading to work; Fitness equipment for all to use
- Open space with water fountain or water feature
- Arts, dances, galleries
- Senior Center for Korean Elders
- Park and Playground

Businesses and Jobs

- Places for students, book stores, coffee shops
- Wedding venue
- Cultural center or concert venue
- Cafés where you can get breakfast before you head to work
- Flea market
- Food vendors and food trucks, especially in the morning
- Traditional Korean Tea House look for the station-roof tiled with Korean tiles
- Large Korean Grocery Market
- Gallery/Museum
- Business center/Internet Cafe near the station for business or personal use
- Day care center for parents to drop their children off before they go to work
- Drug store
- Job opportunities that allow people to work in Shoreline

Other

C-042-005

- Need to feel safe coming and going from the station at all hours; Security cameras to keep it safe; Clean and pleasant environment

C-042-006

- 155th station location not favored; no freeway exit; too "narrow"

C-042-007

- Expand light rail to Everett

Next Steps

- Get involved with the 185th Station Area Citizens Committee. For more info visit http://be.futurewise.org/content_item/Shoreline185
- Participate in events organized by the City of Shoreline. For a list of events visit www.shorelinewa.gov/lightrail
- Questions about this report: contact Joanne Donohue at Senior Services joanned@seniorservices.org or 206 727-6206

C-042-003

Thank you for your comment on the need for additional housing choices in the city of Shoreline. Although the zoning designations at the time of the Draft EIS did not permit multi-family or mixed-use development near any proposed light rail station, the City of Shoreline has since been conducting subarea planning and environmental review for the NE 185th Street Station area. The plan changes and related zoning could accommodate higher density residential and commercial mixed-use developments and apartments surrounding the light rail station area, and this would help to improve access to transit for populations that may not own automobiles. While the City's plan and any rezoning is an action of the City of Shoreline, it is evaluated as an indirect impact of the Lynnwood Link Extension project, which would develop a station within the city's action area; see Section 4.2.4 for details.

C-042-004

Thank you for your suggestions regarding possible amenities and businesses that could be associated with light rail facilities. Section 4.2.4 in the Land Use section of Chapter 4 of the Final EIS discusses Sound Transit's transit-oriented development program, as well as the transit-oriented development potential for each of this project's proposed station areas.

C-042-005

The stations are well lit, are continually monitored by security cameras, and are regularly monitored by security personnel. Sound Transit would implement a number of measures to deter crime in the station areas. Measures to minimize crime would include the use of equipment (e.g., closed-circuit TV [CCTV], sealed fare boxes, and automatically sealed exits), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel. See Section 4.14 - Public Services, Safety, and Security.



**Summary Report from Shoreline Light Rail Event
Folks of Modest Means
August 7, 2013**

On August 7, 2013 over 50 people of limited incomes including representatives from agencies that serve them attended an event at Prince of Peace Lutheran Church convened by Senior Services and facilitated by Dori Gillam. Deputy Mayor, Chris Eggen provided opening remarks with a special welcome from Kevin Osborn of Hopelink. The event was made possible by an Equity Grant from the Growing Transit Communities Project administered by Impact Capital. Shoreline City Council Member Jesse Salomon also attended the event. Successful transit communities are created through inclusive planning and decision making processes, which is why the event was held. Participants engaged in conversation about, and envisioned, the kind of community they want to live in, specifically, the amenities and services they would like to see at or near the Light Rail Stations in Shoreline. This is the first time people of more modest means have been organized to provide input to such a long-range and large-scale project. A summary of their feedback is organized under the topic areas below.

C-042-008

Transportation/Mobility

- Bicycle storage that is safe and secure
- Parking spaces for commuters only (keep them out of neighborhoods)
- Disabled parking and drop-off zones, and larger parking spaces
- Accommodations for: elders and people with disabilities; families with strollers; travelers with luggage
- Expanded bus service to connect with the station, especially East-West
- Full-service transit hub for trains, bus, bike, shuttles, walking; Orca card station
- Bicycle lanes and trails connecting community to the station
- Bicycle rentals including 3-wheeled bikes, zip bikes
- Safe, ADA compliant wide walking paths, sidewalks and cutouts (non-slip)
- Circulating shuttles that loop to the station, shops, library, grocery stores, etc.

C-042-009

Housing

- Housing with variety: for seniors; families with small children; pet-owners; immigrants; students; both subsidized and affordable; all ADA compliant
- Residential and commercial mixed-use development
- High number of subsidized units and low income vs. affordable

C-042-006

Your comment that a station at NE 155th Street is not favored is noted.

C-042-007

Comment noted. Sound Transit has completed a high-capacity transit corridor study from Lynnwood to Everett as part of the Long-Range Plan Update and ST 3 planning. See <http://www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update>

C-042-008

Sound Transit light rail stations will have racks and/or lockers for bikes. The project includes bicycle and pedestrian access facilities at station areas and reconstructed streets, but longer routes or trails to the station area are not currently defined as part of the Lynnwood project. Sound Transit does not operate bike rental enterprises. Parking spaces would be provided at each of the station locations included in the Preferred Alternative. Stations and parking structures will be ADA-compliant, so they will accommodate people with disabilities, elders, and others. Sound Transit will work with local transit agencies and the cities to coordinate transit services to stations, but any changes to routes and services would be made by King County Metro or Community Transit, the local transit agencies.

C-042-009

Please see the response to comment C-042-003.

C-042-009

- LEED and other environmental friendly and sustainable housing
- Mixed density and type: low-rise, townhouses/condos, owned and rentals
- Layer-cake or stair-stepped skyline; departure from current SL style

C-042-010

Recreation/Community Services

- Fitness facilities, exercise area, courts
- Open spaces with water fountain or water feature and drinking fountains
- Art, especially local artists and native American, humorous, interactive art, murals
- Music venue
- Maintain current Senior Center and Community Center
- Park, pocket parks, playgrounds
- Small education/community commons with meeting spaces, library
- Community gardens or P-Patches, green spaces, picnic areas
- Dog park; skate park
- Social Services, Food bank, meal programs, DSHS

Jobs and Businesses

- Delis, coffee shops, bakeries, cafés, ethnic foods, bar
- Grocery stores, mini-marts; local or mom and pop; drug store
- Internet café, wi-fi, charging stations, small office space, copy and postal substation
- Bike shop and auto shop
- Pet care and child care
- Food carts and vendors
- Artist lofts
- Gym
- Dental/Healthcare/Urgent Care
- Affordable business sites

Other

C-042-011

- Safety/security by day and night; security cameras, clean, well-lit, bicycle patrolled
- Ample restrooms at and near the stations

C-042-012

- Maximum noise abatement

C-042-013

- 155th station not favored; must rebuilt all of 145th anyway

C-042-014

- Emphasis on locally-owned over chains
- Community reader boards
- Green and ADA construction for anything new built at or near the station
- Sound signals for visually impaired
- Covered areas, plenty of covered and uncovered benches at and near the station

Next Steps:

- Get involved with the 185th Station Area Citizens Committee:
http://be.futurewise.org/content_item/Shoreline185
- Participate in events organized by the City of Shoreline: www.shorelinewa.gov/lighttrail
- Questions about this report? Contact Dori Gillam at dorig@seniorservices.org or (206) 268-6737

C-042-010

Please see response to comment C-042-004.

C-042-011

Sound Transit designs and maintains its stations to be safe, secure and clean. The stations are well lit, feature security cameras, and are regularly monitored by security personnel. Crime is not expected to increase as a result of operation of the stations. Several studies have concluded that crime around stations mirrors crime rates in the surrounding neighborhoods. Most areas in the project corridor have low crime rates. Sound Transit would implement a number of measures to deter crime in the station areas. Measures to minimize crime would include the use of equipment (e.g., closed-circuit TV [CCTV], sealed fare boxes, and automatically sealed exits), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel. 2010 crime statistics related to already built Sound Transit facilities show that the crime rate per number of riders at transit facilities and on light rail and commuter rail trains is substantially lower compared to overall per capita crime rates in Seattle, Tukwila, and SeaTac.

Based on a system-wide policy adopted by the Sound Transit Board, Sound Transit stations generally do not include public restrooms, partly for health and safety/security reasons.

C-042-012

The noise analysis for the Lynnwood Link uses the FTA and local code impact criteria and Sound Transit mitigates noise impacts to levels below the criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

C-042-013

Shoreline Light Rail Event Ideas Matrix				
For Two Events: Korean Community and Folks of Modest Means				
Theme	Sub Category	Idea from Group Report Notes	Korean	Modest Means
Housing	Density	Dense housing: Apartments/Condos, but low-rise	1	5
Housing	Density	Clustered housing		1
Housing	Density	Townhouses		2
Housing	Density	Mixed density		1
Housing	Intergenerational	Intergenerational housing		1
Housing	Mixed Income	Mixed Income: Subsidized housing and affordable	1	7
Housing	Mixed Use	Mixed-use buildings	3	3
Housing	Pet Friendly	Dog Owners		1
Housing	Senior	Senior Housing	1	1
Jobs/Business	Arts	Artist Lofts		1
Jobs/Business	Arts	Movie Theater		1
Jobs/Business	Arts	Music Venue		1
Jobs/Business	Arts	Craftspeople		1
Jobs/Business	Fitness	Fitness center	1	1
Jobs/Business	Food	Coffee shops	2	7
Jobs/Business	Food	Breakfast cafes	1	2
Jobs/Business	Food	Food vendors and Food Trucks	1	2
Jobs/Business	Food	Tea House at the station	1	1
Jobs/Business	Food	Family and ethnic restaurants		1
Jobs/Business	Food	Automat/vending machines		2
Jobs/Business	Food	Del		1
Jobs/Business	Food	Bakery		1
Jobs/Business	Food	Bars and Restaurants		1
Jobs/Business	Food	Chains: McDonald's, Subway, Starbucks		2
Jobs/Business	General	Affordable business sites		1
Jobs/Business	Health	Dental/Healthcare/Urgent Care/PT		2
Jobs/Business	Services	Business Center: fax, printer, internet cafe, Wi-Fi, charging station	1	2
Jobs/Business	Services	Professional services: CPA, Lawyers		1
Jobs/Business	Shops	Bike shop		1
Jobs/Business	Shops	Auto shop		1
Jobs/Business	Shops	Gas Station		1
Jobs/Business	Shops	Book stores	1	1
Jobs/Business	Shops	Korean Grocery Market/ other grocery stores	1	7
Jobs/Business	Shops	Shopping - General	1	1
Jobs/Business	Shops	Drug Store	1	2

Your comment stating that a station at 155th Street is not favored is noted.

C-042-014

Thank you for the suggestions. Decisions about future land uses and private development, such as the types of shops and restaurants around Sound Transit stations, is not determined by Sound Transit.

Sound Transit facilities will be ADA-compliant, and will be developed in accordance with Sound Transit's Sustainability Plan, as described in Chapter 2 of the Final EIS, which outlines goals to protect the environment and create a healthy community and economy.

Theme	Sub Category	Idea from Group Report Notes	Stream	Means	Total
Jobs/Business	Shops	Mini-mart		4	4
Jobs/Business	Shops	Post office, "Mailboxes, ETC.", Kinko's Fed/Ex		2	2
Jobs/Business	Shops	Pet Care		1	1
Jobs/Business	Shops	Fabric Stores		1	1
Jobs/Business	Shops	Chains: Target, Goodwill, Fred Meyer, Costco/Sam's Club		1	1
Recreation/Comm Svcs	Activities	Playground	1	3	4
Recreation/Comm Svcs	Activities	flea market	1		1
Recreation/Comm Svcs	Arts	Arts, murals, especially local, native, humorous	1	5	6
Recreation/Comm Svcs	Arts	Performance venue	1		1
Recreation/Comm Svcs	Arts	Museum	1		1
Recreation/Comm Svcs	Arts	Galleries	2		2
Recreation/Comm Svcs	Arts	Concert venue	1		1
Recreation/Comm Svcs	Arts	Cultural center	1		1
Recreation/Comm Svcs	Arts/activities	Dances	1		1
Recreation/Comm Svcs	Fitness	Skate Park		1	1
Recreation/Comm Svcs	Fitness	Sports fields	1		1
Recreation/Comm Svcs	Fitness	Built environment/equipment for sports/Physical activity/courts	2	3	5
Recreation/Comm Svcs	Fitness	exercise in the morning before work	1		1
Recreation/Comm Svcs	Fitness	Pool		3	3
Recreation/Comm Svcs	Fitness/Activities	YMCA		2	2
Recreation/Comm Svcs	Lifelong Learning	Classes and resource info		1	1
Recreation/Comm Svcs	Services	Child Care	1	2	3
Recreation/Comm Svcs	Services	Library		2	2
Recreation/Comm Svcs	Services	Social Services: Food Bank, Meal Programs, DSHS		1	1
Recreation/Comm Svcs	Third Places	Korean Senior Center	2		2
Recreation/Comm Svcs	Third Places	Community Center/educational center/meeting space		4	4
Recreation/Comm Svcs	Third Places	Commons, Third Places		3	3
Trans/Mobility	Transit	Full Service transit station: Orca station, Bus, Rail, Shuttle, Cab		2	2
Trans/Mobility	Bikes	safe, secure bike storage	1	5	6
Trans/Mobility	Bikes	Bike lanes/trails connecting to station/link to Interurban	4	4	8
Trans/Mobility	Bikes	Bike rentals, zip bikes, (and 3-wheeled)		2	2
Trans/Mobility	Bes	Expanded bus service - especially East/West, but King/Sno, too	2	9	11
Trans/Mobility	Cars	Cheaper alternatives than zip car and car2go; gypsy cabs?		1	1
Trans/Mobility	Parking	multi-use parking	1		1
Trans/Mobility	Parking	Disabled parking and disabled drop-off zones		3	3
Trans/Mobility	Parking	Ample Parking spaces	2	3	5
Trans/Mobility	Parking	Dedicated Commuter only parking spaces	1	2	3
Trans/Mobility	Parking	underground parking		1	1
Trans/Mobility	Shuttles	Circulating shuttles	1	3	4
Trans/Mobility	Train	Expand the rail to Everett	1		1
Trans/Mobility	Walking	Places to visit by foot	1		1

Theme	Sub Category	Idea from Group Report Note	Person	Mean	Total
Trans/Mobility	Walking	Pedestrian overpass		1	1
Trans/Mobility	Walking	Safe, wide ADA walking paths and sidewalks connecting to the station	1	11	12
Other	ADA	ADA for elders, handicapped, strollers, people with luggage	1	3	4
Other	ADA	ADA accessibility: curb cutouts, non-slip diamond plates	2	1	3
Other	ADA	All housing should be ADA		1	1
Other	ADA	Wide platforms for safe entry and exit		1	1
Other	ADA	Sound signals for visually impaired		1	1
Other	Built Environment	Water Fountains or water feature	1	2	3
Other	Built Environment	Environmentally friendly & sustainable building - LEED		3	3
Other	Built Environment	Benches and covered benches		3	3
Other	Built Environment	Covered waiting and sitting areas		1	1
Other	Built Environment	Restrooms		3	3
Other	Built Environment	Drinking Fountains		1	1
Other	Built Environment	open spaces	1	2	3
Other	Built Environment	Park and pocket parks, green space/picnic areas	1	7	8
Other	Built Environment	Pet grassy areas		2	2
Other	Built Environment	Rooftop gardens/community gardens/P-Patch	1	3	4
Other	Design	Korean Tea House "look" for the station	1	1	1
Other	Local Economies	Locally owned businesses	1	3	4
Other	Location	Prefer 145th over 155th	1	1	2
Other	Other	Smoking areas		1	1
Other	Other	Escalators and elevators		1	1
Other	Safety	safety at station night and day	1	2	3
Other	Safety	the more people using the station - the safer	1		1
Other	Safety	Clean, pleasant and safe	1		1
Other	Safety	Security cameras	1	1	2
Other	Safety	Well-lit		3	3
Other	Safety	Police Bike Patrol		1	1
Other	Third Places	Retain current Senior Center		1	1
Other	Third Places	Retain current Shoreline Center		1	1
Other	Third Places	Community Reader Board		2	2
Other	Venue	Wedding venue	1		1
NOTES:		Tallies are the number of times this idea was listed on a group table-discussion flip chart paper. These tallies become minimums: more than one person at a table might have had this idea, up to 6-7 at each table, but that is unknown. Some ideas may fit into duplicate categories, but there is no duplication here.			



**ESTONIAN AMERICAN NATIONAL COUNCIL, INC.
EESTI RAHVUSKOMITEE ÜHENDRIIKIDES**

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9814 Hill Street
Kensington, MD 20895

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Executive Director
Linda Rink

September 20, 2013

Sound Transit
Draft DEIS Comments c/o Lauren Swift
401 Jackson Street
Seattle, WA 98104

Re: Lynnwood Link Extension DEIS

The Estonian American National Council (EANC) is the nationally-elected central organization of Estonian Americans. We help support Estonian American institutions and activities throughout the United States.

Estonian Americans in the greater Seattle area have informed us about the Lynnwood Link Extension DEIS and that all the alternatives presented severely impact the Latvian Church and Community Center. The Estonian Community in the greater Seattle area uses this space for the Estonian Church as well as for all of the Estonian community celebrations. Any disruption to its availability, whether temporary or permanent, will prohibit their ability to hold church services and gatherings.

it is imperative that all construction related impacts to the Center be mitigated in a manner which allows the Estonian American community's continued use of this facility during construction, and that long term impact resulting from the operation of the light rail system be mitigated in a manner allowing their continued use of this facility.

Thank you,

Linda Rink
Executive Director

C-043-001

Thank you for your comments describing the importance of the Latvian Evangelical Lutheran Church and community center to the Estonian community. See Section 2.5.1 for a description of the refined Segment A alternatives with reduced impacts on the church. Under all alternatives, the project now avoids the potential displacement of the church or community center.

During project construction, the Latvian Evangelical Lutheran Church and center would experience temporary effects from construction, but coordination and mitigation by Sound Transit would allow normal church and cultural center activities to continue. Construction would be ongoing for 1-2 years in proximity to the church. Construction would occur predominantly during weekdays between about 8 am and 6 pm, though evening and weekend construction may occasionally be required. In addition to truck traffic and temporary changes in access routes in the area, other effects such as noise, dust, light, and glare are described in Sections 3.3, 4.5.3, 4.6.4, and 4.7.4; mitigation is outlined in Sections 3.6, 4.5.6, 4.6.7, and 4.7.7. Longer term, mitigation with noise walls would avoid long-term noise impacts for the Latvian Evangelical Lutheran Church or community center, as discussed in Section 4.7.3, with mitigation measures in Section 4.7.7.

Founded in 1952, the Estonian American National Council, Inc. is a nationally elected 501(c)(3) nonprofit organization representing the interests of Estonian Americans both in the United States and Estonia, and dedicated to preserving and sustaining their heritage.



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September 23, 2013

The Honorable Pat McCarthy
Chair, Sound Transit Board of Directors
Pierce County
County-City Building
930 Tacoma Ave. S, Room 737
Tacoma, WA 98402

Re: Preferred alternative for Lynnwood Link Extension light rail station locations

Dear Chair McCarthy,

I write to you today with regards to the Lynnwood Link Extension Draft Environmental Impact Statement (DEIS). It is our understanding that the Sound Transit Board will be identifying a preferred alternative in October. On behalf of the Sound Cities Association Board of Directors, we urge the Sound Transit Board of Directors to support the City of Shoreline's preferred alternative for Lynnwood Link Extension light rail station locations at NE 145th Street and NE 185th Street.

As you know, the Sound Cities Association (formerly the Suburban Cities Association) was founded in the 1970s to help cities in King County act locally and partner regionally to create vital, livable communities through advocacy, education, leadership, mutual support, and networking. Collectively, our 35 member cities represent nearly one million constituents in King County.

At our meeting earlier this month, our Board of Directors unanimously adopted a position of support for the City of Shoreline's preferred alternative for Lynnwood Link Extension light rail station locations at NE 145th Street and NE 185th Street. A NE 145th street station would provide better connections throughout the region, is more closely aligned with Shoreline's long term planning goals, and would prevent negative traffic impacts on Shoreline residents.

This matter was discussed extensively at two meetings of our Public Issues Committee (PIC). Our members expressed support for this station location on a variety of factors including the fact that there would be no freeway access to a NE 155th Street station. Locating the station at this alternate location would require a high volume of commuters to drive through Shoreline neighborhoods, and would have a substantial negative impact on Shoreline residents. Conversely, locating the station at NE 145th Street will better serve commuters from neighboring jurisdictions including north Seattle, Lake Forest Park, Kenmore, Bothell, and Woodinville. Finally, where, as here, there is no substantive difference between the two proposed locations, our members believe that Sound Transit should give deference to the City hosting the proposed station, and its long term planning goals.

We thank you for your consideration. If you have any questions, please contact our Executive Director Deanna Dawson at (206) 433-7170, or Deanna@Soundcities.org.

Sincerely,

Mayor Denise Law
President, Sound Cities Association

Cc: Sound Transit Board of Directors
Keith McGlashan, Mayor, City of Shoreline
Sound Cities Association Board of Directors
Sound Cities Association Public Issues Committee

C-044-001

Your support for alternatives with stations at NE 145th Street and NE 185th Street is noted.

C-044-002

Thank you for your comments in support of stations at NE 145th Street and NE 185th Street.

Dear Mr. Iwata and Sound Transit Board:

This letter provides comments on the Link Extension DEIS, Chapter 4.8 Ecosystem Resources 4-147, July 2013, on behalf of the Friends of Jackson Park Trail. FOJPT is a community group that formed to establish a walking trail around the City-owned Jackson Park Golf Course. The trail opened this year and is already very popular with locals and people from further afield. Our group hopes to not only work with the City of Seattle to maintain the trail but to protect the healthy forested areas and restore impacted public lands the trail passes through. Currently, significant parts of the trail pass ivy-choked trees and thickets of blackberry, knotweed, holly, laurel and other invasive species that diminish the trail's appeal to humans and wildlife.

C-045-001 We understand that possible mitigation sites for the Lynnwood Link extension include an area east of 5th Ave NE and adjacent to Jackson Park Golf Course, particularly along North Branch Thornton Creek,

C-045-002 where wetland and riparian mitigation could be constructed. As long as access to and along the trail is not reduced, such a project would be very welcome! In addition to benefiting Thornton Creek water quality and habitat, it would greatly enhance trail users' experience and could help prompt and leverage work along other trail segments. Native trees and other vegetation along 5th NE could screen the trail from the visual and auditory impacts of I-5. We are currently starting our work to develop a plan for improvements. We would appreciate it if you would keep us informed of the status of mitigation plans so we can coordinate with you about the work, should this mitigation option be selected (please use my email: us_chickens@earthlink.net).

C-045-003 We understand that, while not mentioned in the DEIS, two properties are available in Shoreline just north of NE 145th St, the trail's northern border (tax ID 663290-0591 and 663290-0830). While the Jackson Park trail is south of NE 145th St, a heavily used traffic corridor, the trees and undeveloped areas on the north side of NE 145th provide a green window that somewhat eases the impact on trail users of this busy street. It seems inevitable that changes in transit and related development near I-5 will bring even more people to the area, people who will need natural areas to provide visual and auditory relief. Preserving wetlands and green spaces in this area is a cost effective way to reduce the inevitable impacts of development, provide for public enjoyment of natural areas and open spaces that attracted so many of us to this area, and would support migrating birds, a specific mitigation need discussed in the DEIS.

C-045-004 Finally, the undeveloped areas north and south of NE 145th were once connected and perhaps in the future they can be again, if these undeveloped properties are preserved. We support Shoreline's efforts to purchase both properties to preserve wetlands and green space near Paramount Park.

C-045-005 Finally, we want to echo several points made by the Thornton Creek Alliance.

- Keeping mitigation in the watershed is important, given the totality of changes likely as a result of the Link Extension.
- Contiguous or proximal projects should be sought to maximize the ecological function of each.
- Planting three native trees for every tree removed for the transit project will help reduce impacts on migratory birds.

C-045-001

The Final EIS and the Ecosystems Technical Report provides further information on the impacted wetland areas and potential mitigation, based on current conceptual designs used for the EIS and other measures defined for the Preferred Alternative. Further details on the mitigation, including mitigation sites, would be developed by Sound Transit during final design and permitting stages for the project. Local jurisdiction and resource agency permitting processes will also provide further opportunities for public review and input by interested parties.

C-045-002

Thank you for sharing your thoughts on the potential benefits of developing mitigation in the Jackson Park Golf Course/Thornton Creek area. The project's design and permitting process would include extensive coordination between Sound Transit and city agencies with responsibility for issuing permits and approvals, but would also have opportunities for coordination with other interested parties.

C-045-003

Thank you for your comment and the suggestion on two sites/properties for mitigation.

C-045-004

Your comment supporting wetland and green space preservation with these properties is noted.

C-045-005

If project-specific mitigation is developed for this project, site selection would emphasize a watershed approach. Plans would be developed in cooperation with resource agencies. This project will follow all applicable federal, state, and local environmental laws and regulations, including tree protection standards and tree replacement ratios.

Thank you for considering our comments.

Ellen Hale
Friends of Jackson Park Trail
(206) 679-0935
Us_chickens@earthlink.net



Thornton Creek Alliance
P.O. Box 25690
Seattle, WA 98165-1190

October 5, 2013

Lauren Smith
Sound Transit Board
Union Station
401 S Jackson St
Seattle, WA 98104

Dear Ms. Smith and Sound Transit Board:

Please accept the enclosed comments from Thornton Creek Alliance (TCA) on the Draft Environmental Impact Statement for the Lynnwood Link Extension.

TCA's focus is restoring the ecological balance to the Thornton Creek Watershed. In our view, any major infrastructure project in the watershed, such as ST's rail extension, has a vital obligation to improve that balance that has been so heavily weighted against natural systems over the last 100-plus years.

Please make TCA a "party of record" for all matters relating to Lynnwood Link and include these comments in the hearing record and consider them during administrative review.

If you have any questions about TCA's comments, please don't hesitate to contact me at the address above, or 206-365-8965, or ruthalice@comcast.net.

Thank you for your consideration.

Sincerely,


Ruth Williams, President

1 of 2
Cover Letter

Enclosure

Cc:
Seattle City Council
Shoreline City Council
Seattle Mayor

TCA is an all-volunteer grassroots, nonprofit organization of 115 members dedicated to preserving and restoring an ecological balance throughout the Thornton Creek watershed. Our goal is to benefit the watershed by encouraging individuals, groups, schools, businesses, and government to work together in addressing the environmental restoration of the creek system including: water quality, stabilization of water flow, flood prevention, and habitat improvement through education, collaboration, and community involvement.

Thornton-creek-alliance.org
and on [Facebook!](#)

2 of 2
Cover Letter

Thornton Creek Alliance
P.O. Box 25690
Seattle, WA 98165-1190

Thursday, October 5, 2013

Comments on Lynnwood Link Extension Draft Environmental Impact Statement (DEIS)

- C-046-001** Thornton Creek Alliance (TCA) applauds Sound Transit's (ST) mitigation policy "to avoid impacts on environmentally sensitive resources as much as possible" (Section 4.8.6, page 4-145). As the DEIS acknowledges, the impacts of the Lynnwood Link Extension would be accumulative and amplified by increases in traffic and density. Therefore it is imperative that ST goes beyond no net loss and move to improvement, restoration, and repair the ecosystem Lynnwood Link transects. To that end TCA advocates a number of actions and or recalculations in the DEIS:
- Look upstream 200 feet and 500 downstream in calculating impact areas
- C-046-002** • What does Sound Transit understand to be adequate buffer width for wetlands? Impacted Buffers noted in Table 4.8-3 are quite low for the headwaters wetland complex that is the North Branch, but are stated only in terms of area, with no wetland area defined for comparative purposes. The total area impacted should be re-calculated to using increased buffers on all wetlands and riparian areas
- C-046-003** All alternatives should be judged by not only by their impacts but also by the opportunities they provide to improve the ecosystem of Thornton Creek. Note that the City of Shoreline has determined that the watershed ecosystems should be left in better condition at the completion of this project than they are today. Furthermore, Thornton Creek aquatic and habitat connectivity is improving with court mandated culvert removals, citizen initiated barrier removal and Shoreline and Seattle City projects that re-establish wetland, riparian and even hyporheic connections. Instead of minimizing the value of what is present as the current DEIS does in numerous places, ST's Lynnwood Link Extension should acknowledge and seek to enhance potential to repair the largest watershed of Seattle and Shoreline. For example, added value should be given to any option that includes or encourages:
- Daylighting the creek where the rail right-of-way crosses or parallels the creek
 - Replaces buried culverts with open channels and "bottomless" box culverts
 - Restores instream, hyporheic, and riparian habitat
 - Enhances the current north/south corridor of vegetation along I-5 using native plants
- C-046-004** We appreciate that the project will construct sedimentation ponds and implement appropriate stream protection methods. With regard to impervious surfaces, what steps will be taken to decrease or keep them to a minimum? Paragraph 4.9.4, states that with increased density around the stations, there will be fewer vehicle trips in the area. This may be so, but there will certainly be many more vehicle trips in the immediate neighborhood of each station. The neighborhoods and the watershed need protection from this vehicle traffic and its associated impact. Spell out and evaluate the mitigations in each alternative. Also, if Northgate is any guide, greater density brings more pets, most obviously dogs, which need an outdoor area well away from sensitive forest/wetland areas.

1 of 3

C-046-001

The study area and methodology defined for the Lynnwood Link Extension project were reviewed by resource agencies and local jurisdictions. Sound Transit looked further than the area of direct impact for the Affected Environment.

C-046-002

This project will comply with all local critical area codes, including prescribed buffer widths within each local jurisdiction. See Section 4.8 - Ecosystem Resources in the Final EIS for current wetland impact information.

C-046-003

None of the alternatives would entail in-water work in Thornton Creek; therefore, Sound Transit does not have any plans to daylight the stream or replace culverts. Sound Transit designs would also avoid conflicts with anticipated fish habitat restoration projects, such as those on the state's fish passage project list. For example, where I-5 culvert replacements are anticipated, Sound Transit could design bridges or box culverts for the guideway to accommodate future restored stream channels.

C-046-004

This project will abide by all applicable federal, state, and local environmental laws and regulations. Minimization of impervious surfaces is a priority for Sound Transit in consideration not only of ecological factors, but also capital costs and long-term maintenance. As stated in the Draft EIS Section 4.9.2, Sound Transit is evaluating measures to control risks to water quality that include minimizing impervious footprints, avoiding the placement of project elements in or near water resources where possible, and installing appropriate surface water management facilities. Sound Transit is also evaluating potential cumulative impacts of growth in the surrounding area, considering that

Thornton Creek Alliance
P.O. Box 25690
Seattle, WA 98165-1190

- C-046-005** In consideration of any mitigation, *the guiding principle must be to locate to those projects the watershed where the impacts occur.*
- As noted in the DEIS, project area ecosystems are already degraded. We need to do what we can to restore them by keeping those compensatory mitigation funds here where they are badly needed and further damage is about to occur.
- C-046-006** Page 4-146 states that measures will be taken to reduce impacts on migratory birds. One perfect measure, which would also reduce air pollution, would be to replace all removed trees with native ones, at a 3-1 ratio, and maintain them for three years, as we requested in our comments prior to this DEIS. It will be beneficial for many reasons to organize projects so that they are contiguous, or nearly so, with other eco-functional sites.
- C-046-007** Page 4-147 suggests possible mitigation projects. The proposed project at Jackson Park and NE 5th Ave. would be a beneficial addition to the watershed system. We were quite surprised, however, at the contents of the paragraph on City of Seattle/SPU proposed projects. The first one, in the area of the confluence, is already funded by the City of Seattle. The second one, in Beaver Pond Natural Area, also is already funded by an Opportunity Fund grant (2008 Seattle Parks and Green Spaces Levy) sponsored by TCA! (http://www.seattle.gov/parks/projects/thornton_creek/naturalize_northgate.htm)
- C-046-008** We would like to suggest assistance with two property acquisitions that would add a great deal to habitat development and human enjoyment of the urban forest. Both properties are for sale, under threat of development, and contain wetlands. They both abut Paramount Park in Shoreline, which contains what may be the largest remaining wetland in the watershed, and one is directly across NE 145th from Seattle's Jackson Park Golf Course with its new walking trail and beautiful artwork.
- Here are the details on the two critical properties:
- 663290-0591 – Legal: PARAMOUNT PARK DIV #2 S 1/2 LOT 3 LESS E 148 FT THOF & LESS 23 FT THOF TOW POR LOT 2 LESS E 148 FT THOF & LESS S 37.5 FT THOF - AKA - PCL B SHORELINE LLA #SHLA-97-023 REC #9802231408
- The King County web site is remiss in not describing this lot as a wetland. There are wetland plants and water everywhere you look, also many trees. This lot has never been developed. Locally it is referred to as the 'Kim Property', after some former owners. The price is something like \$160,000, but please verify. Additionally, we understand that the City of Shoreline is hoping to find the funds to purchase this property as an addition to Paramount Park.

new developments would also be required to implement required stormwater best management practices.

C-046-005

Locating mitigation within the watershed impacted is a priority for Sound Transit. Federal, state, and local regulations may require Sound Transit to mitigate impacts on wetlands and buffers using an approved mitigation bank (if available in the future), King County in-lieu fee program, or project-specific mitigation developed by Sound Transit. If project-specific mitigation is developed for this project, site selection would emphasize a watershed approach.

C-046-006

This project will abide by all applicable federal, state, and local environmental laws and regulations, including tree protection standards and tree replacement ratios. Contiguous or proximal projects will be considered in wetland, stream, and buffer mitigation site selection.

C-046-007

Since the review of potential mitigation sites for the Draft EIS, these sites are no longer available. Both are scheduled for construction in 2014. The sites will be removed from Sound Transit's review of potential sites under consideration for project-specific mitigation.

C-046-008

Thank you for the suggestion on two other sites/properties. These have been added to list of properties considered for mitigation sites.

Thornton Creek Alliance
P.O. Box 25690
Seattle, WA 98165-1190

C-046-008 | 663290-0830 – Legal: PARAMOUNT PARK DIV #2 – Address: 14521 11th Ave NE, Shoreline, WA 98155

This property is listed as a wetland on the Army Corps of Engineers map. It is largely covered in mixed forest. If this property were to be acquired as an addition to Paramount Park it would preserve a great deal of habitat, as well as provide a wonderful pedestrian corridor from the park to NE 145th. Conversely, should it be developed with five or six homes, ingress and egress would be on NE 145th, adding to the significant problems this highway already poses for Sound Transit traffic. The asking price is \$495,000.

Additional Comments:

C-046-009 | Table 4.8-1: In the North Fork of Thornton Creek, coho, Chinook (listed as threatened) and sockeye salmon have also been observed. TCA suggests you contact Seattle Public Utilities for more information. Barriers downstream of the study area have been an issue so these species may not be found in the headwaters near the rail study area, but water quality impacts could affect them nonetheless. And, as mentioned, some of the barriers have been removed and more will likely be removed in the future, allowing fish access to the rail study area.

C-046-010 | Page 4-134: paragraph following Table 4.8-2: Bald eagles, while no longer listed under the Endangered Species Act, are protected under the Federal Bald and Golden Eagle Protection Act (BGEPA) as well as the Migratory Bird Treaty Act (MBTA). A number of other migratory bird species and their habitat require consideration under MBTA.

Cc: Seattle City Council, Shoreline City Council, Seattle Mayor

C-046-009

The Ecosystem Resources Technical Report provides additional information on fish species in the North Branch of Thornton Creek, including observations of Chinook, coho, and sockeye salmon. The potential impacts on fish by guideway construction and operation under the light rail alternatives are discussed in Section 4.8.2, Long-term Impacts. Also see the Final EIS Appendix O, the Biological Assessment prepared in support of Endangered Species Act compliance for the project.

C-046-010

The Ecosystem Resources Technical Report provides additional information on the regulations pertinent to this analysis. Compliance with the Migratory Bird Treaty Act is discussed on page 4-146 of the Draft EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: _____

ADDRESS: _____

CITY: Seattle STATE: WA ZIP CODE: _____

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-001-001

- concerned about the impact of construction and operation of light rail on the Latvian Community Center.

- concerned about construction noise ~~and~~ ^{the noise of} disrupting community concerts, services, plays, etc.

- concerned about ^{the noise of} trains running by every few minutes disrupting community concerts, ^{did other} cultural events


I-001-002

- concerned about reducing the amount of parking available. People from around Puget Sound attend these events - most arrive by car.

I-001-003

- concerned about safety - access for emergency services

I-001-004

- concerned about ^{construction} vibration and ^{of} vibration from trains running by, and the impact on  the grand piano at the cultural center. These instruments ^{please turn over} ~~will~~ fall out of tune due to vibrations.

I-001-001

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts according to FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

For construction, the local construction noise ordinance would be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. Further, construction noise for this project is similar to construction noise for a paving project, building construction or any other construction project and Sound Transit works with local residences and business to minimize construction impacts.

I-001-002

Thank you for your concerns about the potential displacement of the parking for the Latvian Evangelical Lutheran Church. Since the publication of the Draft EIS in July 2013, additional engineering was undertaken to reduce adverse effects on the Latvian Evangelical Lutheran Church property and facilities. As a result, access to the property has been maintained, and the church parking lot would be modified, but parking supply maintained; see Section 3.2.7 in the Final EIS.

I-001-003

Sound Transit will work with local jurisdictions to ensure that emergency services access is maintained to all occupied buildings, both during construction and after light rail begins operation.

I-001-004

Vibration from trains running will not contribute to the piano going out of tune. The vibration from moving trains will be much less than the



Lynnwood Link Extension

Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

I-001-005

- concerned about privacy - if the train is elevated, the community loses privacy. For example, wedding, confirmation, christening, family portraits are often made in the rhododendron garden
- concerned about the visual impact of at grade or elevated train, so close to the main entrance of the cultural center.

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

PLACE
STAMP
HERE

TO SUBMIT YOUR COMMENT BY MAIL:
Fold this page and seal with tape, stamp
and mail to address provided.

Thank you
for your input!



vibration generated within the instrument as it is being played.

Construction vibration mitigation described in the Final EIS will be implemented during work at the property to minimize the risk of adverse effects at the church property.

I-001-005

It is correct that elevated trains may have views for passengers into adjacent properties, although noise walls, vegetation, and the speed of the trains would make views of individual properties less distinct and fleeting. At-grade trains would be at similar heights to I-5 traffic including buses.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Marco Baldana
ADDRESS: 21014 74th Ave W
CITY: Edmonds STATE: WA ZIP CODE: 98026
EMAIL ADDRESS: _____
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-002-001

The max speed is 65mph and I believe that is too slow. The technology and planning is outdated by more than 2 decades. I think that by the time the project is complete this will be even more evident.



I-002-001

Thank you for your comment.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Summer Baltzell
ADDRESS: 3009 208th Pl SW
CITY: Lynnwood STATE: WA ZIP CODE: 98036
EMAIL ADDRESS: summerb@hotmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-003-001

C3 (close to the freeway) is the best alternative over C1 or C2!

- No wetlands impact
- keep the noise in a "noise corridor"
- close to the interurban trail for access
- easier and less costly access for maintenance
- easier access for safety and emergency vehicles!

Option 2 is the best! Keep the bus + rail traffic together.

- Less pedestrian traffic over/through/around the buses!
- Safer + easier to maintain (spelling)
- Makes it a transfer hub like Lehigh Plaza
- Makes it easier for transit and commuters.



I-003-001

Thank you for your comment stating a preference for Alternative C3 over the other two alternatives and for stating a preference for the Option 2 station alternative for an elevated station relocated east of 46th Avenue W. Following the publication of the Draft EIS, Sound Transit continued to work with the City of Lynnwood and others to define a modification to Alternative C3, which is evaluated in the Final EIS as the Preferred Alternative.

I-004-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-004-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Ornel Bautista 8-15-13
15411 34th Ave SE
Mill Creek, WA 98012

From: SAMUEL H BESS <shbess116@msn.com>
Sent: Tuesday, July 30, 2013 4:52 PM
To: Lynnwood Link DEIS
Cc: Iwata, Roger; Bess Nate; Lince Kevin & Leslie; Rep. Ruth Kagi; Council@shorelinewa.gov
Subject: Lynnwoodlink DEIS comments

Samuel H. Bess
116 NE 158th St.
Shoreline, WA 98155-5720
206-367-0728

I-005-001 | Table 4.1-1 Does not identify WHICH "Residential single family" or "Residential multifamily" units are adversely selected under the segment alternatives Seattle to Shoreline. They should be disclosed publicly.
Shoreline streets (ie. First Ave. NE from NE 156th to Ridgecrest Park) if adversely displaced (or modified) are not noted specifically. They should be disclosed publicly.

I-005-002 | Any infrastructure in the City of Shoreline; fire hydrants, water lines, sewer lines, curbs, gutters, drains should be upgraded to current code and to fully improved status if projects impinge upon their existence or quality of access.
For example First Ave. NE from 156th to Ridgecrest Park.

I-005-003 | Table 4.7-5b My address is directly impacted and rated as moderate to severe noise and vibration "requiring mitigation".
From NE 155th St. to Ridgecrest Park, all residential units along First Ave. NE and up-slope appear to be impacted according to this table. Historically, since the I-5 opened in the early 60's, noise and vibration have become an on-going nuisance. twenty years ago, neighbors banded together living then in what was unincorporated North King County, requested the DOT to mitigate these conditions and address our concerns.
Some sound studies were selectively taken and the DOT refused to take mitigating remedies along much of First Ave NE between NE 155th and Ridgecrest Park. the main reason stated was that

I-005-001

Thank you for your comment. Table 4.1-1 is a summary of the number of parcels that could potentially be affected by each alternative. Figures I-4.1-1 through I-4.1-4 identify these parcel locations, and Tables I-4.1-1 through I-4.1-3 identify parcel addresses. Streets that would require modification by the Preferred Alternative are identified in the Final EIS.

I-005-002

Permits are required for any Sound Transit Lynnwood Link Extension construction that falls under City of Shoreline jurisdiction, and infrastructure replaced due to such construction will be built to existing codes.

I-005-003

The noise analysis for the project uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria.

Sound Transit's policy is to mitigate moderate or severe impacts according to FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail noise impacts. In addition, where existing WSDOT noise walls are removed and replaced as part of the project, they will meet the requirements of, and be approved by, WSDOT and FHWA.

Your suggestion for a lid is noted, but sound walls are planned at this location.

I-005-003	almost all residential single family units are built more than 20 feet above First Ave. NE and are vibration transmitter and water conductor.)
I-005-004	How will your proposal to "mitigate" the increased vibrations and noise protect residences 4,5, and 6 up the eastern hill be conducted? I propose an I-5 Lid from 156th to 162nd St. under which the Light Rail should run. (or a modified cantilever 2/3) West facing deflector to shield higher elevations yielding equal mitigation effects for all residences along that specific corridor.
I-005-005	Table 4.77 Visual quality impacts: Removal of existing vegetation from NE 155th St. to the North boundary of Ridgecrest park would strip the only sound mitigation available at this time Including numerous conifers and deciduous trees. The ecosystems established in these urban greenways would be destroyed. Critter migrations would be expected. Loss of habitat would be tremendous along miles of green sward DOT right-of-way borders. This habitat would be irreplaceable.
I-005-006	There are sub surface water-courses along this I-5 eastern margin that would be eliminated that support Twin Ponds water quality. Most of the ground-water drains West down slope toward I-5 then South to Twin Ponds. Up-slope residents have encountered springs, seeps, and leaky basements due to run-off sub surface and pump by sump back out that feeds this drainage system. Interruption of that system down-slope may have a deleterious affect upon the Twin Ponds quality. This is an on-going issue year round.
I-005-007	Why is the removal of the Tree border at Ridgecrest Park necessary? These trees and their root systems absorb down-slope water from Third Ave NE that drains through the sub-perk of the park to the West end. The report does not mention subsequent removal of the 12' Berm on the East Park margin under those trees..... destroying visual balance, habitat, and auditory natural abatement soil sound damping characteristics. Opening that East side of the Park will enhance an already intolerable noise venue

I-005-004

Please see response to comment I-005-003 regarding noise. For vibration, mitigation measures include track isolation systems, which are effective and typically reduce vibration to below the FTA criteria.

I-005-005

Existing vegetation is not a notable source of mitigation for noise. Noise impacts are calculated based on existing noise levels plus light rail noise, as described in Section 4.7. Removal of vegetation from NE 155th Street to Ridgecrest Park is addressed in the Draft EIS on page 4-77 and in the high visual impact ratings for all alternatives on pages 4-84 and 4-85.

Habitat loss is addressed on page 4-136 of the Draft EIS. The Final EIS has additional detail on mitigation proposed for the Preferred Alternative.

I-005-006

The EIS includes a summary of the existing groundwater conditions based on available information. Project-specific geotechnical borings, including monitoring wells, will be installed to further evaluate groundwater conditions along the project alignment. Subsurface drainage will be provided where required to intercept and control groundwater seepage. Collected groundwater seepage and surface water will be infiltrated where possible to provide recharge to the regional groundwater system.

I-005-007

The Draft EIS describes the partial replacement of the berm and row of cottonwoods in section 4.17.2, page 4-216. Section 4.17 of the Draft EIS describes potential mitigation measures for Ridgecrest Park to include replacement landscaping and other improvements to restore the park to the same or better condition, and to construct a barrier between the light rail facility and the park that replaces noise reduction and visual

I-005-007	<p>due to the supination</p> <p>North to South of I-5 past the Bus Barn deflecting noise into our neighborhoods already. This report does not mention mitigation of that nuisance.</p>
I-005-008	<p>Visual sensitivity notes are slanted toward I-5 traffic (driver perceptions) North to South and the reverse.</p> <p>Visual sensitivity from individual residential properties are substantially absent from the DEIS. We are not encouraged by the lack of resident's perspectives from the residential specific viewpoints.</p> <p>Whether at Grade level or at elevated level, along this specific stretch of I-5 negative views are anticipated, and will be detrimental to residential real estate valuations unrecoverable by owners at future points of sale....already, realtors approach these homes with the first negative from their lips saying "Oh, it right next to the freeway". What we can not hear or see now is bad enough.</p>
I-005-009	<p>Table 4.5-2 Potential mitigation measures as applied to #4 should be noted from NE 155th St to NE 178th St.</p> <p>A. "Additional Landscaping and buffers" What type? How high?</p> <p>B. "landscaping to screen adjacent residences" Use of mature vegetation, not yearling starts is necessary.</p> <p>Since removal of trees and densities to 40 ft. will happen, how will you landscape to protect properties</p> <p>60' 100' and 200' or 500' East of I-5 with vegetation? NOT!</p> <p>C. "...noise and retaining walls"---see prior comments on elevation southbound I-5 higher than Northbound</p> <p>since partial lids are the only fully effective deflector for properties above 50' above grade to 3rd Ave. NE.</p> <p>D. "Relocated streets" is First av. NE one of them????Partially????</p> <p>E. "Landscaping between guideway columns" will not reduce visual impact above guideway track levels.</p> <p>Rail and trackway visibility will be a new form of visual pollution for our residential area.</p> <p>F. "Texture, Patterns, color on walls" "Nonsense! More cost for the project and benefits only the drivers who are so busy texting and cell-phoning they would be further distracted.</p>

Samuel H. Bess

screening functions of the affected berm. The Final EIS has additional details.

I-005-008

The analysis in Table 4.5.1 includes more items directed at residential and other non-highway visual impacts than I-5 related impacts. The EIS addresses impacts on I-5 because of specific policies of state and federal agencies regarding highway appearance and specific state guidelines for roadside character. The extent to which vegetation removal, relocation of noise walls, and the elevated alternatives affect the visual integrity, unity and presence of encroaching elements is addressed throughout Section 4.5. The potential property value impacts of visual quality impacts are not addressed in this section. Section 4.3.4 addresses potential negative property value impacts of noise, light, shadow, views, access and parking.

I-005-009

Potential mitigation measures for visual quality impacts on Draft EIS pages 4-91 through 4-93 indicate general mitigation concepts and approaches. All of the potential mitigation measures identified have the potential for application to the area from NE 152nd Street to NE 178th Street as indicated in Table 4.5-2. Details such as the size and height will be developed during the final design phase of the project. As noted on page 4-91, it is likely to take 15 to 20 years to screen parking garages and noise walls and 30 to 50 years to replace the appearance of mature evergreen trees, and this is identified as an unavoidable adverse effect in the EIS.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: John Carlin
ADDRESS: 8725 242nd St SW
CITY: Edmonds STATE: WA ZIP CODE: 98026
EMAIL ADDRESS: john.carlin@comcast.net
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-006-001

The proposed stations at 220th and MLT transit center are too close together. If you want people to ride the trains you must offer a time saving. With stops so close together, little time will be saved, so you will lose ridership.
Conclusion: delete the 220th stop - (B2A)



I-006-001

A Mountlake Terrace Transit Center Station with no proposed transit station at 220th Street was considered in the Draft EIS for Alternative B2. However, all the alternatives would offer a time savings over existing and future transit service, and would be competitive with the automobile.

TO WHOM IT MAY CONCERN;

I-007-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

KC Chong
2421 118th EVERETT WA 98208
9/17/13

I-007-001

Thank you for your comment stating a preference for Alternative C1.

Sound Transit DEIS
401 S. Jackson St.
Seattle, WA 98104

Re: Sound Transit EIS comments

I-008-001

My wife and I own five rental properties along the west side of 5th Ave between 123rd and 125th NE. These properties have been specifically identified by Sound Transit to be acquired for the new light rail link between Northgate and Lynnwood. We are really, seriously, absolutely, terribly worried and concerned about Sound Transit's plan to condemn our property through eminent domain and the amount of compensation we will receive. We have met with staff at Sound Transit several times and have been informed that there is no other alternative route except through our property.

Our property consists of 27,000 sq. ft. of land with five equal tax parcels, with a total of 25,000 sq. ft. of living space and 30 parking spaces, 20 of which are under cover. Furthermore, since we own all the houses on the block face there is another 500 linear feet of street parking that our tenants can utilize. There are five separate buildings of 5,000 sq. ft. living space each. Three of the buildings were built in 2010 and the other two were completed in 2012. We have a 15 year fixed loan at 5.1% on the property. This project is so easy to manage we can do it all ourselves, in our spare time, and our only outside help is our accountant. We had a plan to have the property paid off at the end of the 15 year loan. This is probably the most perfect rental property in Seattle, in terms of age [new], cash flow, ease of management and ease of maintenance. It was designed and built in excess of the Seattle Building Codes, because we planned to keep it and will it to our daughter and grandson. Our daughter is already on the title. Our entire retirement plan is based on the income stream from this property, after 40 years of very hard work. This property provides very high quality affordable housing, including handicapped units, without any tax breaks, subsidies, or code variances; it is unique and irreplaceable.

Our property is located in the middle of what we call the tri-college area, surrounded by Shoreline Community College to the north, North Seattle Community College to the west, and the University of Washington to the south. In fact, we have had tenants from all three of these schools. It is only four blocks north of the Northgate Shopping Mall on the 41 bus line, one of the major bus lines in Seattle. I doubt you could find a better location in all of North Seattle to build affordable housing. We have had tenants from every conceivable slice of life with us in the last 4 years, and in that time we have received full rents for every unit for every day of every year since the buildings were completed.

I am 58 years old and in poor health, and my wife is 55 years old. I have a rare blood clotting condition as well as Type One diabetes and I had a catastrophic stroke in 2005. I was an invalid for two years, and by 2009 we were almost homeless. Since then we have worked 24/7 for the last 8 years to build our rental properties with the goal of them providing our retirement income. Since we are both the landlords and property managers when Sound Transit takes our property we will lose both our rental income and our jobs, both of which we love. We are both too old and worn out to start all over again in two or three years. We are already having stress and depression problems in trying to deal with this nightmare.

We really need to know that Sound Transit is going to be compensating us for the loss of our property. We need an equal replacement for what we are going to lose. The entire Puget Sound region is going to benefit from Sound Transit, but it shouldn't be built on the backs of people like us. When the taxpayers voted for Sound Transit [and we voted for it too] I doubt they intended for Sound Transit to abuse their power and take away the livelihood of little people like us without full, equal and just compensation. It is the only fair thing to do. If this is not your intention please let us know as soon as possible.

I-008-001

Thank you for your comment. Sound Transit recognizes that the relocation of a business or residence is an inconvenience and hardship for those involved. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects, and this includes a commitment to provide replacement structures in a manner consistent with state and federal law. This policy has been successfully implemented on several of the Link lines already. Sound Transit will help displaced parties to relocate in the same neighborhood or area where feasible. Similarly, when businesses are impacted, Sound Transit will conduct appraisals and work closely with business owners to determine the replacement value of impacted properties and enterprises, and to identify potential replacement properties. Section 4.1.7 discusses Sound Transit's acquisition and relocation policy.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: William Hartley Davis

ADDRESS: 5311 201st SW PL

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-009-001

51st St Residents and Businesses
will be heavily and adversely impacted
by construction and operations
Please no C1, or C2, no coner
ation to apartment and condo ~~the~~ Residents
and they can't fight back



I-009-001

Thank you for your comments. Your opposition to Alternatives C1 and C2 has been noted, including your concerns about impacts to businesses and residences. Sound Transit recognizes that the relocation of a business or residence is an inconvenience and hardship for those involved. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects. Please refer to Section 4.1.7 for information on compensation and relocation processes.

TO WHOM IT MAY CONCERN; KENNETH J. ERVIN
2201 LOMBARD AVE EUT 98201 (4255834773)

I-010-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION
FOR LYNNWOOD.

THANK YOU,



I-010-001

Thank you for your comment stating a preference for Alternative C1.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: John Fay

ADDRESS: 18456-40' Pl. NE

CITY: Lake Forest Pk STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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I-011-001

Comments

There must be a station at 145' - the most direct connection to LFP + Kenmore. I do not know why 130' is being considered. A station at 205' would also be a direct route - why not?



I-011-001

Thank you for stating your preference for a station at NE 145th Street over a station at NE 130th Street.

Placing a station at NE 205th Street was considered during the initial alternatives analysis and determined to not be a reasonable option; see Section 2.6, which describes the alternative development process.

I-012-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-012-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Karina Guzman
Karina E. Guzman
5126 172nd st SW
Lynnwood, WA 98037

8/15/13

From: Jono Hanks <jono.hanks@gmail.com>
Sent: Monday, July 29, 2013 9:09 AM
To: Lynnwood Link DEIS
Subject: Light Rail extension Comments

I-013-001 | I am entirely in favor of extending the Light Rail north. In fact, I would prefer it if the train were able to make it all the way to the Everett Transit Center.

I-013-002 | I would encourage the planners to utilize either of the open space options, so as to minimize the impact to the community as it currently stands. If ST has to buy or acquire existing buildings and land currently in use, it will create ill will in the community.

I currently live in Northgate, but have family in Everett and the Seatac areas, so a light rail connection that connected us all would be incredible.

--

Jono Hanks

I-013-001

Sound Transit recently performed a high-capacity transit corridor study from Lynnwood to Everett to explore extending high-capacity transit service to Everett. If you are interested in Sound Transit's future plans, please visit the agency's website at: www.soundtransit.org.

I-013-002

Thank you for your comment. It is not clear which open space options the comment is referencing, but the EIS alignments were selected based on available right-of-way, proximity to accessible stations, and environmental factors.

From: UBAHARISON@aol.com
Sent: Monday, August 19, 2013 12:09 PM
To: Lynnwood Link DEIS
Subject: To Lauren Swift

Dear Ms Swift:

I-014-001

This note is from my family: Jeff, Jurate, Daina and Maura Harrison. We are writing in regards to the construction of the Light Rail line which is to pass close to Latvian Hall in 3rd Street in the Northgate Area. We understand construction is to begin in that area in 2018. We are writing to beg of you to please do everything in your power to mitigate the impact of the construction on Latvian Hall, both in terms of noise and damage to the buildings.

Latvian Hall has served as the Community Center for most cultural and social events which happen in the Latvian, Lithuanian and Estonian Communities in the Puget Sound Region. My children have attended Lithuanian Dance Classes there weekly for many years. Many of our friend's sons and daughters, including my nieces, have gotten married there and I have attended many memorial services for members of our community who have passed away to mention but a few of the kinds of events we use the Latvian hall facility. We have celebrated Lithuanian Independence Day there in February for the past 22 years that we have lived in the Puget Sound area (Lynnwood). We have also hosted many fundraising events to support our activities as well as to support the Baltic Studies Program at the University of Washington.

These are just a few of the many activities we, as a family have attended at Latvian Hall. This building and property serves an extremely central and valuable role in our communities and would be an immeasurable loss were it to be damaged or seriously noise polluted.

Sincerely,

The Jeff Harrison Family
6610 161 Pl. SW
Edmonds WA 98026
ubaharison@aol.com

I-014-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community. Following the publication of the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). With the realigned street, access to the property has been maintained. Sound Transit will mitigate moderate and severe noise impacts, as identified using FTA criteria; see Section 4.7, Noise and Vibration, of the EIS for the noise analysis. Sound Transit does not expect damage to the buildings on the church property as a result of this project.


I-015-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-015-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,


Robert H. Hausauer Jr.
902 Elm ST
Sault Ste. Marie, MI 49783

TO WHOM IT MAY CONCERN;

I-016-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Barbara Hawkins
4905 182nd PL SW
Lynnwood, WA 98037

I-016-001

Thank you for your comment stating a preference for Alternative C1.

I-017-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-017-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Jillian Head
P.O. Box 55214
Seattle, WA 98155

I-018-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-018-001

PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

*Ken. Smith
13411 Ash Way
Everett WA. 98204
3/15/13*

I-019-001

Thank you for your comment stating a preference for Alternative C1.

8/15/13

TO WHOM IT MAY CONCERN;

I-019-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Carole Hines
22020 Tonya Ln.
Brier WA
98036

I-020-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-020-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

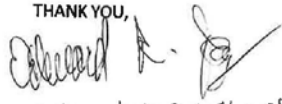
THANK YOU,

A handwritten signature in black ink, appearing to be "J. Smith", written in a cursive style.

TO WHOM IT MAY CONCERN;

I-021-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,


1501 ADMIRALTY WAY
LYNNWOOD, WA 98037

I-021-001

Thank you for your comment stating a preference for Alternative C1.

I-022-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-022-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Robert James
ROBERT JAMES
6210 PARK WAY
LYNNWOOD, WA
98036

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: JEFF JANEWAY

ADDRESS: 730 BROOKMERE DR.

CITY: EDMONDS STATE: WA ZIP CODE: 98020

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-023-001

PLEASE ENSURE BIKES ARE
FULLY CONSIDERED AT EARLIEST
POSSIBLE.



I-023-001

Comment acknowledged. Accommodation of bicycle travel to and around the station areas, including bicycle parking, is a key consideration for the project. See Section 3.2.5 for information about the project's nonmotorized facilities.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DALE JEREMIAH
ADDRESS: 7106 230th ST. SW
CITY: MLT STATE: WA ZIP CODE: 98043
EMAIL ADDRESS: DALEJEREMIAH@GMAIL.COM
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-024-001

THERE SHOULD BE AN OPTION B4A - FREEWAY STATION
WITH 220th STATION



I-024-001

Thank you for your comment stating a preference for Alternative B4 with a 220th Street Station. This option was considered during the initial alternatives analysis and determined to not be a reasonable option. The constraints of limited right-of-way in the median, the configuration of the existing bridge and less convenient access were the primary reasons this alternative was dropped during initial screening.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: V. JODAIS

ADDRESS: 25425 34 PL. S.

CITY: KENT STATE: WA ZIP CODE: 98032

EMAIL ADDRESS: VJODAIS@AOL.COM

☒ Please sign me up for project email updates

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Comments

I-025-001

SINCE I USE THE LATVIAN EV. LUTH. CHURCH AND
CENTER I FIND THE PROPOSAL TO RUN THE
RAIL LINE ^{VIRTUALLY} DESTROYING THE WELL BEING OF
THE PROPERTY TOTALLY UNACCEPTABLE.



I-025-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-026-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

Lauren Swift,

I-026-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Chino Kelly - owner
4800 - 200 St SW
E 305
Lynnwood, WA 98036 -6363
Cedar Creek Condos

8-9-13

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Chun Kit Ma
ADDRESS: 5616 12th St SW
CITY: Mantle Terr STATE: WA ZIP CODE: 98043
EMAIL ADDRESS: ma.chunkit413@gmail.com
☐ Please sign me up for project email updates

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Comments

I-027-001

In segment B alternatives I like the alternative B2A with a stop at 220th Street SW to allow commuters get the job sites. There are also CT connection (110, 119, 130) next to 220th St. SW.

I-027-002

Approaching Lynnwood Transit Center, I like alternative C3 which follow I-5 route as much as possible to reduce noise to the S. Lynnwood neighborhood.

I-027-003

I would also like to see if more parking ~~will be~~ added to Lynnwood P&R or even a parking garage will relieve the parking problems there.



I-027-001

Thank you for your comment stating a preference for Alternative B2A due to job access and bus connections.

I-027-002

Your comment stating a preference for Alternative C3 alignment due to reduced noise impacts to south Lynnwood neighborhoods is noted.

I-027-003

The Preferred Alternative analyzed in the Final EIS would include approximately 530 new parking spaces at the Lynnwood Transit Center. This net increase of parking spaces would help address the current parking constraints at the transit center.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Celia Lam

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: love.angel.hope@gmail.com

☐ Please sign me up for project email updates

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Comments

I-028-001

To my opinion, I believe putting ~~a~~ stations close to transit center and parking space would make most sense. Without parking space or close to transit center, it could limit people who commute a lot from North and South. I believe the link light rail is to help reduce the traffic of I-5, so placing stations at where no parking space is available is losing the ~~for~~ main purpose of the project.

I-028-002

As for the project area alternative, if it is possible to keep the light rail next to I-5, it will be less affect to the ~~neighbourhood~~ neighborhood. So for Segment C, alternative C3 would be more attractive and ~~it would not~~ has the least affect to the nearby environment and business.



I-028-001

Park-and-ride lots are being planned at the majority of stations, with the exception of the NE 130th Street Station.

I-028-002

Your preference for Alternative C3 due to fewer neighborhood and business impacts is noted.

From: Lee, Marvin D <marvin.d.lee@boeing.com>
Sent: Thursday, August 15, 2013 4:49 PM
To: Lynnwood Link DEIS
Subject: Comments on the Draft EIS

I-029-001

My wife and I have read through much of the document obviously with an eye toward its impact to us. We find the document extensive with lots of information but little is said about proposed traffic mitigations and/or improvements in the neighborhoods surrounding the proposed stations. Perhaps we missed it. Our interest lies particularly in the 185th station. With regard to this station in particular we support what appears to be the leading option (#1) for its lower cost and that it puts the rail at ground level which would seem to minimize the environmental noise and visual impact. We also like the idea of a proposed parking garage to handle commuter traffic.

Thank you.

Marv and Norma Lee

I-029-001

Proposed traffic mitigation measures are identified in Section 3.6.4 of the EIS. Potential improvements at the NE 185th Street intersection are outlined in Table 3-27.

Your preference for the NE 185th Street Station Option 1 is noted.

I-030-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-030-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

A handwritten signature in cursive script, appearing to read "Charlie Lepo".

TO WHOM IT MAY CONCERN;

I-031-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

8/16/13
Laurie Lewinsky
615 725 0200
MAY 14 9 50 AM

I-031-001

Thank you for your comment stating a preference for Alternative C1.

From: Anthony Lo <loanthony@yahoo.com>
Sent: Wednesday, August 07, 2013 3:25 PM
To: Lynnwood Link DEIS
Subject: Comments on Segment within City of Shoreline

Hi Lauren or other:

I-032-001 As a City of Shoreline resident, I am very excited about LINK extending through our city and serving us through two future stations. My family lives between I-5 and 5th Ave NE at approximately NE 167th Street and will therefore be somewhat impacted by the I-5 alignment. Not that it will sway anyone's decision, but my preference is for an at-grade vertical profile running along the east side of I-5 between the 145th/155th Street station and the 185th Street station. An elevated section, while perhaps more manageable in terms of WSDOT right of way use and the on-the-ground LINK footprint, would really be a blight on our neighborhood in my opinion. In terms of station location, we also support a 155th Street station over a 145th Street station since it serves more of the "heart" of Shoreline and certainly our Ridgecrest neighborhood. Bike lanes and sidewalks (although both could use widening and improvement) already exist along 155th Street to support non-motorized travel and access to/from a future park-and-ride structure would not need to compete with I-5 interchange ramp traffic as would be the case at 145th Street. In addition, while the 155th Street corridor is not as extensive in connecting outlying areas compared to 145th Street, it would connect the LINK station to a large potential redevelopment site just east of the SR 99/155th Street intersection where the Central Market grocery store and Sears are located. 155th Street connects to Westminster Way which is a heavily traveled route to the Crown Hill, Ballard, and Greenwood neighborhoods of Seattle not to mention Magnolia and Queen Anne. As such, King County Metro connector service could leverage on a 155th Street station location quite well. High density development will be challenging to implement near a 155th Street station (not impossible though) but this will also be the case with 145th Street since the SE quadrant golf course (Jackson Park) is a 4F issue and Lakeside School occupies much of the SW parcels west of I-5. Over time, the Ridgecrest neighborhood will become ripe for upzoning if not already at that point now. Property values are relatively modest and older residents (> 65) are slowly giving way to a younger generation of families that will likely embrace higher density, mixed-use development and place greater value on transportation access and efficiency.

I-032-002 In any case, please consider an at-grade alternative for the LINK alignment through Shoreline as well as a 155th Street (vs. 145th Street).

Thank you for listening to the residents of Shoreline and I hope the EIS process and follow-on design and construction phases go smoothly.

Best Regards,

~ Anthony Lo

I-032-001

Thank you for your comment stating a preference for an at-grade profile due to visual impact concerns.

I-032-002

Sound Transit acknowledges your preference for a station at NE 155th Street over NE 145th Street and appreciates the summary of the benefits you see with a station at NE 155th Street.

I-033-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-033-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Cynthia Meachel
13631 59th Ave SE
Everett WA 98208

8/16/13

From: Diane Martin-Rudnick <dianesvoice9497@yahoo.com>
Sent: Friday, August 16, 2013 7:27 PM
To: Lynnwood Link DEIS
Subject: I oppose a station in Lynnwood!!!

I-034-001

I'm all for this project, but not with a station in Lynnwood as other locations are available. I support the Edmonds School District, and they have a project already planned.
Thanks for your consideration,
Diane Martin Rudnick
6527 193rd st sw
Lynnwood,
WA 98036

I-034-001

Thank you for stating support for alternatives that avoid impacting the Edmonds School District property. Based in part on comments from the public, Sound Transit selected Alternative C3, similar to the City's suggested concept, as part of the Preferred Alternative. The Final EIS provides further detail on how Sound Transit worked with the City and the School District during final design and in construction planning to minimize impacts to the District's operations.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

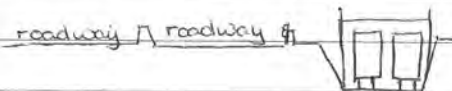
NAME: Timothy McCall
ADDRESS: 1150 N 192nd St Apt 605
CITY: Shoreline STATE: WA ZIP CODE: 98133
EMAIL ADDRESS: tomccall@comcast.net
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-035-001

It possible look at more "low" elevated or
surface options. This will minimize I-5
driver distraction which I often see along
central link (SR518/I-5 Boeing Access).
Incidents, transit vehicle racing ~~and~~ and
driver distraction are items that can be
minimized with a surface or submerged
line ~~thru~~ until a transit stop.



 **SOUNDTRANSIT**
RIDE THE WAVE

I-035-001

Thank you for your comment noting your preference for alternatives that are lower elevation.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Dale Menchhofer

ADDRESS: 1819 N. 53rd St

CITY: Seattle STATE: WA ZIP CODE: 98103

EMAIL ADDRESS:

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-036-001

In segment A, I prefer A5 or A7, and lean toward A5. Reasons: A station on 130th is vital to enhance east-west bus connections between 2 designated urban villages. 155th is better than 145th because there is more room for development (TOD), better distances between stations, less congested access for ped/bike/bus. In A5, it is not clear if the "at grade" station at 130th is grade-separated from 130th. If not, A7 is better. If it is, then A5 is better because it costs less and has less parking @ 155th.

I-036-002

In segment B, I prefer B2A, even though it is most expensive. Reasons: At MLT TC, a station on the east side of the parking garage is significantly closer to destinations east & south. There is very little west of I-5. A station at 220 would serve a lot of offices and apartments. It is worth the extra cost.

(over)



I-036-001

Sound Transit acknowledges your preference for a station at NE 130th Street and NE 155th Street and appreciates your summary of benefits related to siting stations at these locations. All stations and alternative alignments are grade separated from streets.

I-036-002

Sound Transit acknowledges your preference for Alternative B2A.



Lynnwood Link Extension

Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

I-036-003

In segment C, I prefer C1 because it best serves the neighborhood not just the transit center.

I-036-004

Back to segment B, at 236th south to Gateway complex, please create a direct walkway. I used to work at Gateway and know firsthand that the transit center is next to useless for Gateway destinations, because the ped. path through the neighborhood is long and not easy to find. A direct path would almost double your effective walkshed.

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

PLACE
STAMP
HERE

TO SUBMIT YOUR COMMENT BY MAIL:

**Thank you
for your input!**

Fold this page and seal with tape, stamp
and mail to address provided.



I-036-003

Thank you for your comment stating your preference for Alternative C1, because it best serves the neighborhood.

I-036-004

Thank you for the suggestion. While the Preferred Alternative and other alternatives remain at a conceptual level of design that does not detail all potential access features, during final design Sound Transit will work closely with the City and other stakeholders to develop the station's access program.

I-037-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-037-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

8/15/13

14904 40th AVE W
Lynnwood WA 98037

I-038-001

Thank you for your comment stating a preference for Alternative C1 due to fewer environmental impacts to the Scriber Creek wetlands.

From: Joshua Morgan <morgan.joshua@gmail.com>
Sent: Friday, July 26, 2013 3:52 PM
To: Lynnwood Link DEIS
Subject: Official Comment for Lynnwood light rail

I-038-001

I live in the Cedar Creek Condos, and after reading through the draft EIS, would like to voice my approval for option C1.

This option has the least environmental impact on the Scribe Creek Wetland, and these delicate ecosystems must be protected.

Thanks You,
Josh

From: Peter Nalis <nalisaec@w-link.net>
Sent: Thursday, August 15, 2013 11:00 AM
To: Lynnwood Link DEIS
Subject: Sound Transit next to Latvian Center, Lauren Swift

I-039-001

Lauren,
I hope you understand how important it is for Sound Transit to co-exist with other unique and important institutions like "Latvian Center".
Please do all you can to mitigate and make this a win-win situation for everyone.
Thank you,
Peter Nalis, Architect and Engineer

I-039-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

TO WHOM IT MAY CONCERN;

I-040-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



JEFFREY S. NIKOLAIDIS

13329 2ND DR. SE
EVERETT, WA. 98208

I-040-001

Thank you for your comment stating a preference for Alternative C1.

From: salmonsteve65@comcast.net
Sent: Tuesday, July 30, 2013 7:26 PM
To: Lynnwood Link DEIS
Subject: comments on Lynnwood Link

- I have several comments:
- I-041-001** | 1) Please make every effort to avoid destroying even more Lynwood neighborhoods. Lynnwood is poorly laid out and neighborhoods here have to fight to keep them quite with single family homes.
 - I-041-002** | 2) Linking to Lynnwood sounds great, but without connecting to Alderwood Mall or to the 164th street Park and Ride it seems not very well integrated into the local transit network.
 - I-041-003** | 3) I have already suggest via another email to Metro that the local transit system should attempt to make public transportation easier to navigate. One simple thing is to add in the bus tunnels arrows at each station saying which station we just left, the current one and the next station.

Steve Pearson
425-778-1316

I-041-001

Thank you for your concerns about the impacts to Lynnwood neighborhoods' character and cohesion from the several alternatives under consideration in Segment C.

I-041-002

Multiple connections to local and commuter bus routes will be available at the Lynnwood Transit Center, providing service to nearby destinations. Current Sound Transit planning efforts are also considering extending high-capacity transit north beyond the Lynnwood Transit Center.

I-041-003

Your suggestion is noted, but the passenger information system for the larger transit system is not the subject of this EIS.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Dan Peterson
ADDRESS: 21904 37th Pl. W
CITY: Brier STATE: WA ZIP CODE: 98036
EMAIL ADDRESS: dlpeterson@ed.com (you already have it)
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

My concerns are 2 fold -

I-042-001

① Place the stations as close as possible to the parking lots / parking garages. So, for example, at MBT at 236th, put the station on the east side as in your plan. People need to walk the shortest distance possible. This needs to be your overall policy.

I-042-002

② Build this as quickly as possible. If you have more cash flow, due to increased tax income, build more segments faster. Some of us are older + may never enjoy it but will have paid a lot.



I-042-001

Your preference for stations located as close to parking as possible is noted.

I-042-002

The project schedule was provided in Figure S-9 in the Draft EIS Summary chapter. As depicted in Figure S-9, there are many steps that go into a large public transportation project such as the Lynnwood Link Extension. Starting in 2010 and slated for completion in 2023, the primary steps for the Lynnwood Link Extension includes an alternatives analysis, development of the Draft EIS, development of the Final EIS, design and permitting, and finally, construction. All these activities include public and agency coordination.

I-043-001

Thank you for your comment in favor of the NE 185th Street Station location.

From: Dice, Jennifer
Sent: Monday, August 12, 2013 3:06 PM
To: Lynnwood Link DEIS
Subject: public comment via web feedback

From: Joanne Pinner | Joanne Pinner <jpinner@uw.edu>

Date: Aug 12 13:45
Subject: Lynnwood Link Extension

Comment

I-043-001 | I am in favor of the Shoreline 185th street light rail station. It is walking distance to my house. I only wish that it was coming sooner than 10 years from now.

From: Ginger Rebstock <grebstock@gmail.com>
Sent: Sunday, August 18, 2013 5:26 PM
To: Lynnwood Link DEIS
Subject: comments on Lynnwood link extension

Hello,

I-044-001

I attended a meeting at Northgate West Condos last week and would like to say that I prefer alternative A1 because it would have the least impact on my property, and if I understand the options correctly, the least impact on the trees east of 1st Ave NE. The large trees between 1st Ave and the condo property should be preserved. Efficient public transit is a priority in the Puget Sound region, but so is preserving the urban tree canopy in Seattle. It's difficult to reach Seattle's goal of 30% canopy cover if we cut large trees down. The trees help with air quality and people's psychological (and hence physical) health. Please do whatever is possible to preserve those large trees.
Thank you.

Ginger Rebstock
11300 1st Ave NE #125
Seattle, WA 98125
206-783-4465

I-044-001

Thank you for your comment. During final design, Sound Transit will consider opportunities to protect and plant trees to the extent possible. Please refer to the visual and aesthetic resources and ecosystems sections of the Final EIS for more details on specific mitigation commitments, which includes meeting the replacement requirements of WSDOT and local jurisdictions.

I-045-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-045-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

*Patricia Reed
19002 51st pt. W
Lynnwood, WA
48036*

8/15/13

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ROBERT REEDY

ADDRESS: 8030 61

CITY: MLT STATE: WA ZIP CODE: 98043

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-046-001

Good presentation.

The project looks good. We have been debating
this for 50 years starting with the old
monorail in 1962. Lets go.



I-046-001

Thank you.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Maija Riekstins and Janis RiekstinsADDRESS: 611 Birch StCITY: Edmonds STATE: WA ZIP CODE: 98020EMAIL ADDRESS: mriekstins@frontier.com☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-047-001

I find this abhorrant that you will take away our ingress and egress to the Lutheran Church at 117th & 3rd and our parking area, leaving us totally land locked and thereby rendering our Lutheran center unusable - and you refuse to provide us with any alternative to gain access via the destruction of other adjacent homes. It really comes down to the fact that nothing matters to you except your rail line. You are destroying an entire community center for the Baltic People of Washington. I hope you are happy about it!

I-047-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-048-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-048-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

 (Curtis Roberts)

8/11/13

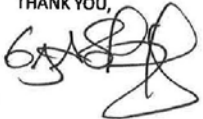
926 E marine view DR
everett, wa 98201

Greg A. Schmitz
8117 2nd Pl SE
Lake Stevens, WA
98258

TO WHOM IT MAY CONCERN;

I-049-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



I-049-001

Thank you for your comment stating a preference for Alternative C1.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: GLEN SCHWARTZ

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-050-001

PED/BIKE FACILITIES NEEDED AT

A: REBUILT 1ST/1.5 OVERCROSSING

14TH (PREFERRED OVER 15TH)

18TH

B: MOUNT LAKE (EITHER OPTION)

C: LYNNWOOD TC



I-050-001

The 1st Avenue/N 117th Street overcrossing would include bicycle and pedestrian facilities with reconstruction. However, it would not be reconstructed with the Preferred Alternative alignment. All stations would include bicycle and pedestrian facilities. See Section 3.2.5 in the Final EIS for more information.

From: Steve Senter <steve.shoreline@gmail.com>
Sent: Friday, August 02, 2013 11:14 AM
To: Lynnwood Link DEIS
Subject: LLE Segment A Comments

Hello,

I-051-001 Thank you for preparing and providing the DEIS materials on your website. I found them to be comprehensive and detailed without devolving into 'legal-ese' and becoming completely incomprehensible.

I live near the proposed station and changes at 155th, so naturally these options are my focus of interest. I value the intention of extending light rail northward and look forward to using the services (when ready in a decade or so); I currently take buses to and from the Northgate center - downtown during the week.

I-051-002 My primary concern with the proposed station at 155th and I-5 is the potential loss of the Shoreline Fire Department Station 65 on the East side of I-5. I didn't find in the materials (though confess I didn't read every document) whether or not the station would be impacted, but I can only assume so given its proximity to the light rail route. Would the rail station require the loss of the fire station? The fire department provides coverage over a wide section of this part of town, and frequently responds to calls from the retirement center on 1st and 149th across from Twin Ponds park.

I-051-003 My other key concern relates to impacts on local traffic. The section covering this in the materials (section 3.1.4) clearly points out that 155th from Aurora to 15th is already at risk for poorer LOS with or without the proposed rail station, and I wonder what the City of Shoreline plans for the future. I already experience the stated peak AM and PM LOS along Meridian and can only anticipate how this and neighboring roads will be impacted - 1st Ave NE from 155th south in both direction could become impassible given its narrow roadway and no paved shoulders, with car and foot traffic to the park, wildlife crossing and the fire station responses in addition to the projected increase in light rail user congestion.

The task of determining the best location for the rail stations is daunting and I appreciate the care and concern put into the DEIS materials preparation and presentation. Please respond to my concerns, or direct me to the appropriate sections in the online materials.

Thank you,

Steve Senter
15314 Corliss Pl N
Shoreline, 98133

I-051-001

Thank you for your comment.

I-051-002

None of the alternatives that include a station at NE 155th Street would displace the fire station, and the Preferred Alternative does not include one. Sound Transit is aware of concerns about the possible impacts of a station at NE 155th Street on the operations of the fire station at that location. If the project selected for construction includes a station at NE 155th Street, Sound Transit would work closely with the Fire Department to resolve any potential conflicts with bus and vehicle traffic to ensure that emergency response times would be maintained both during the construction period and operation of light rail.

I-051-003

Mitigation measures for any impacts from traffic congestion as a result of traffic accessing a station or park-and-ride will be included as part of the project; see Section 3.6.4 in the Final EIS.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANTONIO SILANG
ADDRESS: 18031 5TH AVE. N.E.,
CITY: SHORELINE STATE: WA ZIP CODE: 98155
EMAIL ADDRESS: SILANGFAMILY@YAHOO.COM TEL# 206-440-1647
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I RECENTLY ATTENDED THE OPEN HOUSE MEETING AT THE NILE SHRINE GOLF CLUB. I TALKED TO A NUMBER OF PERSONS FROM SOUND TRANSIT ORG. REGARDING THE STATUS OF MY PROPERTY AND WHAT ARE MY OPTIONS.

I-052-001

I WAS TOLD BY MR. ROGER IWATA THAT BASED ON THE DRAFT EIS ALTERNATIVES BEING CONSIDERED, MY PROPERTY WILL BE PARTIALLY ACQUIRED AND THAT THE EXISTING SOUND WALL OF THE FREEWAY WILL BE MOVED MUCH CLOSER TO MY HOUSE AND SOME EXISTING STRUCTURES IN MY BACKYARD LIKE STORAGE AND GREENHOUSE MAY HAVE TO BE RELOCATED. WE HAVE MADE OUR BACKYARD AND SURROUNDING GROUNDS MORE PRODUCTIVE BY PLANTING TREES AND VEGETABLES.

I-052-002

AT PRESENT WE ARE ALREADY EXPERIENCING MODERATE NOISE AND

PAGE 1 OF 3



I-052-001

Mr. Iwata provided you with the information that we had available at the time of the publication of the Draft EIS. Since then, Sound Transit has made design modifications to some of the alternatives and has also identified its Preferred Alternative. Both of these actions have resulted in some changes to the potential property impact list. The final determinations about which properties will be a full or partial acquisition will not occur until final design, which is after the completion of the environmental process and Sound Transit's and FTA's selection of the alternative to be built. In the meantime, Sound Transit will continue to communicate with property owners as information becomes available. Sound Transit staff are available to discuss your concerns. Please contact Roger Iwata at: roger.iwata@soundtransit.org. Section 4.1 of the Final EIS discusses potential acquisitions and displacements.

I-052-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria. Sound Transit's policy is to mitigate light rail transit noise that would otherwise result in moderate or severe impacts per FTA criteria. Potential mitigation measures are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing WSDOT noise walls are removed and replaced as part of the project, they will meet the requirements of, and be approved by, WSDOT and the FHWA.

Sound Transit will take measures to deter potential crime at stations and parking facilities; see Section 4.14.2 of the Final EIS.

I-052-002 VIBRATIONS FROM THE FREEWAY CAUSED BY BIG TRUCKS AND TRAILERS. THESE WILL GET WORSE AND WILL BE COMPOUNDED WHEN THE LIGHT RAIL IS BUILT DURING CONSTRUCTION AND START OF OPERATION BECAUSE OF THE CLOSE PROXIMITY TO MY HOUSE. ALSO, ANOTHER CONCERN IS THE 5TH AVENUE, N.E. STREET IN FRONT OF MY HOUSE, WHICH IS ALREADY BECOMING BUSIER OF VEHICULAR TRAFFIC ESPECIALLY DURING PEAK HOURS FOR DRIVERS AVOIDING THE I-5 TRAFFIC JAM. IT WILL EVEN GET WORSE WHEN THE CONSTRUCTION AND BUILDING OF RAIL STATION AND PARKING AREAS ON N.E. 185TH ST. AND THE BRIDGE. WHEN THE LIGHT RAIL STARTS OPERATION, THERE WILL BE MORE UNFAMILIAR FACES IN THE VICINITY OF MY HOUSE WHICH IS A SECURITY AND SAFETY CONCERN FOR MY FAMILY.

I-052-003 IN ONE OF THE ALTERNATIVES PRESENTED TO ME IS THE ELEVATED PORTIONS, THE HEIGHT OF THE RAIL TRACT WILL BE SOMEWHERE AROUND 35 FEET IN WHICH CASE IT WILL BE OVERLOOKING MY HOUSE AND MY BACKYARD; NOT GOOD OPTION BECAUSE WE WILL LOSE OUR PRIVACY AND HIGH RISK ALSO FOR OUR SAFETY AND SECURITY. FOR SURE THERE WILL BE RIDERS IN THE TRAIN WHO MAY BE WATCHING MY PROPERTY AND MAY DEVELOP MALICIOUS INTENTS. PERSONS CAN TAKE PICTURES OF MY PROPERTY OR FAMILY FROM THEIR CELLPHONES. WE ARE IN THE HIGH TECH GENERATION NOW.

I-052-003

In addition to noise walls and guideway features, the trains would be moving at speeds of up to 55 miles per hour, and views of your property would likely be fleeting.

PAGE 2 OF 3

I-052-004

MY FAMILY AND I ARE LEFT WITH THE OPTION THAT IF MY PROPERTY WILL BE PARTIALLY ACQUIRED, THE MARKET VALUE WILL DECREASED ENORMOUSLY. IT WILL BE DIFFICULT TO SELL IT IN THE FUTURE WITHOUT LOSING SO MUCH. WE WOULD RATHER HAVE OUR PROPERTY BE ACQUIRED TOTALLY AND BE RELOCATED SOME PLACE ELSE WHERE WE WILL FEEL SAFE AND SECURE; AWAY FROM THE HAZARDS OF NOISE AND VIBRATIONS AND INCREASED VEHICULAR TRAFFIC.

I-052-005

I KNOW THAT ALL THESE IMPROVEMENTS AND DEVELOPMENTS GOES ALONG WITH PROGRESS AND EASE OF COMMUTING. SO DON'T GET ME WRONG ON MY CONCERNS. I LOVE TO SEE IMPROVEMENTS AND DEVELOPMENTS. MY MAIN CONCERN IS MY PROPERTY, FAMILY'S SAFETY AND SECURITY.

I-052-006

AGAIN, MY WIFE AND I HAVE INVESTED SO MUCH IN THIS PROPERTY. WE LOVE IT AND HAVE LIVED HERE FOR MANY YEARS. THIS IS OUR FIRST HOUSE. WE INTEND TO RETIRE HERE. IT IS A HEADACHE AND LOTS OF HASSLE TO MOVE TO ANOTHER PLACE. JUST PLEASE GIVE US A BREAK. IF YOU ^{HAVE} TO ACQUIRE MY PROPERTY, ACQUIRE THE WHOLE PROPERTY NOT PARTS OF IT. MAKES IT EASIER FOR US. WE ARE ALREADY NEARING OUR RETIREMENT AGE, GIVE US A PEACE OF MIND AND ^{NOT} WORRIES. THANK YOU IF YOU WILL BE CONSIDERATE.

PAGE 3 OF 3

I-052-004

Sound Transit recognizes that the acquisition of property for light rail projects is an inconvenience and hardship for those involved and understands your concern about the potential partial acquisition of your property. The direct loss of property value due to the partial acquisition will be compensated through the Sound Transit Acquisition and Relocation Policy as discussed in Section 4.1.7 of the EIS. Section 4.3.4 of the Final EIS discusses property values near light rail transit stations.

I-052-005

Crime is not expected to increase as a result of operation of the stations. Several studies have concluded that crime around stations mirrors crime rates in the surrounding neighborhoods. Most areas in the project corridor have low crime rates. The stations are well lit, are continually monitored by security cameras, and are regularly monitored by security personnel. Sound Transit would implement a number of measures to deter crime in the station areas. Measures to minimize crime would include the use of equipment (e.g., closed-circuit TV, sealed fare boxes, and automatically sealed exits), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel. 2010 crime statistics related to already built Sound Transit facilities show that the crime rate per number of riders at transit facilities and on light rail and commuter rail trains is substantially lower compared to overall per capita crime rates in Seattle, Tukwila, and SeaTac.

I-052-006

Sound Transit recognizes that the acquisition of property for light rail projects is an inconvenience and hardship for those involved and understands your concern about the potential partial acquisition of your property. Sound Transit determines a full or partial acquisition by considering several factors related to the potential impacts to the property. Please see the Final EIS Section 4.1 for the potential acquisitions related to Preferred Alternative, and updates for some of the

other alternatives. The final determination of acquisitions for this project will not occur until final design. Sound Transit will continue to communicate with property owners potentially affected by the project as information develops.

If your property remains on the list for a partial acquisition after final design, Sound Transit's Acquisition and Relocation Policy provides for a fair and equitable means of addressing real property impacts across its projects. The agency is available to answer questions about how full and partial acquisition determinations are made and to provide information about compensation for partial acquisitions.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Alnis Smidchens
ADDRESS: 1721 NE Ravenna Blvd.
CITY: Seattle STATE: WA ZIP CODE: 98105-2442
EMAIL ADDRESS: alnis.smidchens@gmail.com

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-053-001

The project is great, but it will be cutting across the Latvian Evangelical church's parking lot. The construction and operation of the light rail extension would cause disruption of the classes, markets, services, plays, etc. that occur inside. Also, there would be less of the existing parking. I know that it is difficult to find parking currently. It would be wonderful if an alternative route or compensation land property would be given to the Latvian Evangelical church. The Light Rail system is, and will be, very useful. Thank you ~~Thank you~~ for taking my thoughts into consideration.



I-053-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Inants SmidchensADDRESS: 1721 NE Ravenna blvd.CITY: Seattle STATE: Washington ZIP CODE: 98105-2442

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-054-001

① The noise from the project would disrupt classes ~~in~~ ^{Latvian} the community center, and would create problems when the center holds it's annual markets.

I-054-002

② The train would reduce what little parking space there is to practically nothing.

I-054-003

③ the tracks for the light rail would reduce trees, meaning less privacy for the center.

I-054-001

The noise analysis for the Lynnwood Link uses the FTA impact criteria, and Sound Transit mitigates noise impacts to levels below these criteria.

Sound Transit's policy is to mitigate moderate or severe impacts.

Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

I-054-002

The Lynnwood Link Extension would modify parking at Seattle Latvian Evangelical Lutheran Church, but its overall parking supply is expected to be maintained.

I-054-003

Removal of trees is addressed in Draft EIS discussion in Section 4.5.3, including Table 4.5-1. The Preferred Alternative would also have noise walls at heights similar to the existing walls, which would limit views of the center from the train. Potential mitigation measures are discussed in Section 4.5.6.

I-055-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-055-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Lynn Smith Lynn Smith
12 Ward St. #102
Seattle, Wa. 98109
8/16/13

I-056-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-056-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Cassy Sommers

From: Sreibers, Peter M <peter.m.sreibers@boeing.com>
Sent: Friday, August 16, 2013 12:49 PM
To: Lynnwood Link DEIS
Cc: Sreibers, Peter M
Subject: Lynnwood Link Impact to Seattle Latvian Lutheran Church/Center

To whom it may concern,

I-057-001

It has come to the attention of the Latvian-American community that the Seattle Latvian Lutheran Church/Center is slated to be impacted in a very negative manner from the construction of the Sound Transit Lynnwood Link project. The impact to the church/center which is described in the draft environmental impact statement (DEIS) is completely unacceptable, and Sound Transit must come up with a better solution to mitigate the impact to, not only the Seattle Latvian Lutheran Church/Center, but to the Latvian-American community as a whole.

The Latvian-American community within the Seattle is one which is very vibrant. Participant range in age from those displaced from Latvia by World War II up to those who were born after the fall of the Soviet Union and beyond. The community is a multi-generational one with many families participating in similar manners. There is strong participation and membership in many different Latvian-American organizations that all utilize the Seattle Latvian Lutheran Church/Center throughout the year. Some of these organizations are as follows:

- The Seattle Latvian Lutheran Church Congregation
- The Seattle Latvian School
- Latvian Dance Group "Trejdekašnis"
- West Coast Latvian Education Center
- Latvian Pensioners Group
- University of Washington Baltic Studies Program
- American Latvian Association
- American Latvian Youth Association

The impact to the Seattle Latvian Lutheran Church/Center outlined in the DEIS would not only impact the physical structure of the center, but it would also impact the viability of these groups. The loss of the center would decimate all of these groups, as the central meeting place that has stood for decades (let us not forget that the original Seattle Latvian Lutheran Church/Center was demolished as a result of the I-5 freeway construction) would no longer stand, and what served as a major point of pride for the community would cease to exist.

For many of us, the center is a central rallying point, as many who actively participate in the Latvian-American community live not only in Seattle, but also in the suburbs and throughout the state of Washington. The Seattle Latvian Lutheran Church/Center is also not only significant within the State of Washington, but it is also significant throughout the United States and beyond. The Seattle

1

I-057-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, the larger Baltic community, and those interested in Scandinavian studies.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-057-001

Latvian Lutheran Church/Center is one of less than 15 Latvian Centers throughout the United States. Many events held at the Seattle Latvian Lutheran Church/Center attract participants from all over the United States, as well as from Canada, England, Australia, and of course, Latvia. The center serves as a community gathering point for the Latvian-American community. The center routinely holds events, meetings, study groups, affinity groups and political interest groups all organically developed internal to the Latvian-American community. The center has attracted Latvian theater groups, musical groups, authors, poets, politicians as well as past Presidents of Latvia for events held there. The center also serves as a home to The Seattle Latvian School and the Seattle Latvian Lutheran Church. Other groups also use the center. The center is utilized by our brothers and sisters in the other Baltic communities within Seattle; the Lithuanian and Estonian communities (who do not have centers of their own). The loss of the center would greatly impact the viability of these types of events and groups, and would most certainly damage the terrific culture which has been developed through the Latvian-American community within Seattle and beyond.

On a personal note, the loss of the Seattle Latvian Lutheran Church/Center would be one of very personal significance to me. As a child born during the Cold War, to the son of Latvian immigrants forced out of Latvia by the Communists during World War II, the Seattle Latvian Lutheran Church/Center has played a major role in my life. I attended The Seattle Latvian School, attended numerous church services there, participated for over 20+ years with events held at the West Coast Latvian Education Center and have been an active participant in the American Latvian Youth Association. Next summer I will have my wedding held at the Seattle Latvian Lutheran Church/Center, just as my parents held their wedding in the same place so many years ago. I have buried many relatives and friends not far away from the church in the Latvian section of the Evergreen Washelli Cemetery, with the large majority of the services and wakes held at the Seattle Latvian Lutheran Church/Center. The Seattle Latvian Lutheran Church/Center has served as a major landmark throughout my personal life, and I can only hope that I am able to pass along such a special place to my offspring.

I am urging Sound Transit to consider the thoughts not only of myself, but that of the greater Latvian-American community when considering the options for the Lynnwood Link expansion. The Latvian-American community has so much at stake and we hope that Sound Transit has our best interest in mind.

Thank you,

Peter Sreibers
Tool Engineer
Boeing - Auburn Tooling Services
Desk: 253.657.3968
peter.m.sreibers@boeing.com

August 15, 2013

I-058-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-058-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Cindy A Starr
Cindy A Starr

TO WHOM IT MAY CONCERN;

I-059-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Cathy Summer
18000 9th Ave NE
Shoreline WA 98155

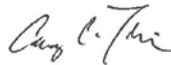
I-059-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-060-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



CUONG C. TRINH
8207 223rd PL SW
Edmonds WA 98026
8/17/13

I-060-001

Thank you for your comment stating a preference for Alternative C1.

From: Justas Vilgalys <justasvilgalys@hotmail.com>
Sent: Thursday, August 15, 2013 9:33 AM
To: Lynnwood Link DEIS
Subject: Please save the Latvian Community Center

I-061-001

Dear Lauren Swift, I am a member of the Lithuanian American community in the Seattle area. My family and I have been attending events such as Lithuanian independence celebrations, Christmas holiday potlucks etc. at the center since 1993, when we moved to the Northwest. I am writing to you to voice my request that any construction on the Lynnwood light rail extension minimize its impact to the Latvian Community center.

The Latvian community center is hugely important to the Lithuanian community in Seattle. This is where we meet. This is where new immigrants to the United States come to connect with their heritage, to network and get established in the Seattle area. This is where our children learn about our culture and grand history.

I am afraid that having a rail line go through this property will result in this meeting place no longer being viable. And finding an alternative, suitable location in the Seattle area is not likely to happen. Therefore I urge you to take steps to minimize the light rail's impact to the Latvian community center.

Thanks and regards
Justas Vilgalys
18320 NE 204 ct.
Woodinville, WA 98077

I-061-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

From: Walgamott, Amy <amy.walgamott@sea.procure.com>
Sent: Thursday, July 25, 2013 8:09 AM
To: Lynnwood Link DEIS
Subject: Comments on DEIS - Shoreline

- I-062-001** | Seems like, from a spacing perspective, there should be three stations – 130th, 155th, and 185th – to maximize ridership without having to drive to a station. Perhaps consider some improvements in the vicinity, such as adding bike lanes or adding footpaths that cut through multi-block residential sections (where currently you have to walk around the long way), especially near a 155th Station (as ridership here has a lower projection). Drawing people from the neighborhood without having them drive would really make the Light Rail valuable as a mass transit/lower emissions option. I don't seem to recall parking garages at every Max station in Portland.
- I-062-002** | The visual impacts seem very high for all proposed stations and rail, especially considering reduction of light to existing homes and removal of mature trees. You might consider green roofs for parking garages, reduction in the amount of reflective concrete (I'm thinking heat), and plantings that will really make a difference in the visual aesthetics (ie. not just minimal borders). Shoreline is proud of its tree cover and removing a large number of mature trees without adding larger trees back into the mix is going to be detrimental to that.
- I-062-003** | Is there any possibility of building a smaller garage or of building the garage underground? What about building a park or playground on the roof? It would help integrate this structure into the neighborhood.
- I-062-004** | If a station at 145th will be built, I vote for Option 2. It seems this would retain more mature trees and improve the aesthetics of residents to the north of the relocated I-5 Northbound onramp and would fit better with the neighborhood. In addition, this is supposedly going to help traffic flow. You may be able to do very appealing visual things to the retention ponds. Mosaics on the walls by a local artist.
- I-062-005** | I am trying to understand if the only noise mitigation planned is to build or improve noise walls. What sort of insulation in older homes are you considering and who will be eligible? On the maps I see houses marked as being impacted by noise, but a parcel in between two impacted houses supposedly is not. Does that make sense?

Amy Walgamott
Marketing Coordinator
p[206]306.2810

amy.walgamott@sea.procure.com



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I-062-001

Thank you for your comment stating a preference for a station at NE 130th, NE 155th, and NE 185th Streets. The project's analysis shows that ridership would be maximized with the NE 145th and NE 185th Street Stations. Sound Transit policy is to assess the need for improved pedestrian and bicycle facilities within 1/4 mile of the station, and Sound Transit will continue to develop the station access program as the project progresses.

Park-and-ride spaces minimize parking impacts to neighborhoods and provide access to light rail for areas transitioning from suburban to urban densities. The number of new park-and-ride spaces in the corridor includes approximately 432 at NE 145th Street, 500 at NE 185th Street, and an additional 530 at the Lynnwood Transit Center.

I-062-002

Visual impacts discussed in the Draft EIS vary greatly by geographic area and are high in areas with more removal of mature vegetation or substantial structures.

The City of Shoreline also has a tree replacement ordinance, as does WSDOT, for its lands. Sound Transit will meet the requirements of both where applicable.

I-062-003

The proposed size of the garage reflects the likelihood that some people will need to drive to access the light rail system, and the size of the garage at various locations reflects current use and future demand. The NE 185th Street Station has a garage option that is underground.

I-062-004

Your preference for the NE 145th Street Station Option 2 is noted. The

potential for mitigating visual impacts of retaining walls and incorporating art on walls is discussed in the Final EIS, Section 4.5.6.

I-062-005

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below these criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

For homes that still have impacts after noise wall mitigation, sound insulation may be considered. This form of mitigation can include improvements, such as new or upgraded windows, improved door seals and other measures to maintain low interior noise levels.

I-063-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-063-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

A handwritten signature in black ink, appearing to read "Paul Hwa". The signature is fluid and cursive, with a large loop at the end.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Marisa Way-RogainisADDRESS: 11535 Corliss Ave NCITY: Seattle STATE: WA ZIP CODE: 98133EMAIL ADDRESS: marisa.wayrogainis@gmail.com☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-064-001

The Link Light Rail project ~~enter~~ extending to Lynnwood will negatively impact the Seattle Latvian community. The Latvian Lutheran Church has been an active and central meeting place for Latvians in the Northwest for decades. I personally grew up in the building, that includes a ballroom, stage and classrooms. I was baptized and confirmed in the church, I learned to speak my family's native language at the Saturday school, I continue to connect with, participate in and help preserve my Latvian culture on a weekly basis. Cutting off access to the Latvian Church would cut off a lifeline for Latvians living in the United States and this is unacceptable.



I-064-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, the larger Baltic community, and those interested in Scandinavian studies.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

From: chris wells <clwells@hotmail.com>
Sent: Tuesday, August 13, 2013 1:56 PM
To: Lynnwood Link DEIS
Subject: Preference for the Lynnwood Link Light Rail Line

To Whom It May Concern,

I-065-001

My preference for the Lynnwood Link Light Rail line is A5 + B1 + B2A + C1. That would give an at-grade station at 130th, an elevated station at 145th, an at-grade station at 185th, an east side station at Mountlake Terrace, and a north side station at Lynnwood. B2A would add a 220th station better serving more people for not much more of a cost in the big picture. I believe it's important to include the parking at 130th and there is more density near the 155th station than the 145th station which would better serve the people. I believe C1 is best because it gets closest to the center of Lynnwood's business and Alderwood Mall. However, if possible, it may be better to go with C2 and save the \$300 million for an additional stop Alderwood Mall.

Thanks,
Chris

I-065-001

Thank you for providing your alternative preferences for the project, and the reasons you prefer them. In November 2013, the Sound Transit Board identified its Preferred Alternative. The identified Preferred Alternative includes Alternatives A1, B2, and a modified C3. The Board directed the EIS to consider modifications to each of these alternatives for the Preferred Alternative. For instance, the Final EIS considers stations at NE 130th Street in Segment A and 220th Street SW in Segment B, which were not part of Alternative A1 or B2 in the Draft EIS. To understand all the components of the Preferred Alternative, please see the Final EIS for the full description and evaluation of it.

I-066-001

Thank you for your comment in support of the Lynnwood Link Extension Project.

From: Bruce Williams <jbwilliamsmd@gmail.com>
Sent: Monday, July 29, 2013 2:04 PM
To: Lynnwood Link DEIS
Subject: Sounds Great!

I-066-001

Dear Sound Transit,
I am all in favor of the Lynnwood extension being completed as soon as possible! Keep up the great work! Bring it north!

Bruce Williams
23123 83rd Ave W
Edmonds WA
98026

1 MR. ABDELLA: Bill.

2 MR. KENNEDY: Bill?

3 Do you want to come up? And you're welcome to
4 speak from there, if you're more comfortable. Do you want
5 to do that?

6 MR. ABDELLA: Yeah.

7 MR. KENNEDY: Okay.

8 MR. ABDELLA: Three minutes isn't much. You
9 can't...

10 MR. KENNEDY: Thanks.

I-067-001

11 MR. ABDELLA: I had a meeting with Roger Iwata a
12 month or two ago. So, preliminarily, they're -- they may
13 want to acquire a portion of my property, not all the
14 property. All the alternatives that I've looked at appear
15 to have an effect on my property whether they acquire a
16 portion of it or not.

17 My big concern is it's close enough to the system
18 that I look at it as devaluing my property not increasing
19 the value of the property.

20 So also through some conversations I've had with
21 the folks next door, it -- it puts my wife and I in limbo
22 for three years or more because we'll not even know any
23 decisions made as to how it will affect the property. So
24 that affects our ability to even try to sell the property
25 because, of course, we would have to disclose the -- this

I-067-001

Sound Transit recognizes that the acquisition of property for light rail projects is an inconvenience and hardship for those involved and understands your concern about the potential partial acquisition of your property. Sound Transit determines a full or partial acquisition by considering several factors related to the potential impacts to the property. See the Final EIS Section 4.1 for the potential acquisitions related to Preferred Alternative, and updates for some of the other alternatives. The final determination of acquisitions for this project will not occur until final design. Sound Transit will continue to communicate with property owners potentially affected by the project as information develops.

If your property remains on the list for a partial acquisition after final design, Sound Transit's Acquisition and Relocation Policy provides for a fair and equitable means of addressing real property impacts across its projects, as discussed in Section 4.1.7 in the Final EIS. The agency is available to answer questions about how full and partial acquisition determinations are made and to provide information about compensation for partial acquisitions.

I-067-001 whole plan and everything.

2 You know, we -- we don't mind progress. We don't
3 mind spending our tax dollars to forward progress. But I'm
4 looking at it as taking a whole bunch of money out of my
5 pocket. I mean, this is retirement. The property and the
6 home is retirement. And I'm not getting answers -- any good
7 answers about compensation, especially if only a portion of
8 the property is acquired.

I-067-002 So you know, we're -- we're -- I mean, obviously,
10 we're not going to stop the progress, but we're not looking
11 at this as a good thing. And we won't know for -- again,
12 for a long period of time whether soundproofing would be --
13 for whether that -- the property is going to be a candidate
14 to have soundproofing and vibration dampening and all these
15 kinds of things done. So it's -- it's really -- it's
16 telling us, as property owners, Hey, just hang in there.

17 We are not getting any answers, and is this going
18 to benefit us or not? I don't believe so. I don't see how
19 it can based on the proximity to where we're living, in
20 proximity of the light rail and the station that will more
21 than likely be going in a half a block or so away from us.

22 MR. KENNEDY: Thank you very much.

23 And I just want to reiterate that we're not
24 responding or answering questions here in this public
25 hearing. And you raise some good points, obviously. I

I-067-002

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below these criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

For homes that still have impacts after noise wall mitigation, sound insulation may be considered. This form of mitigation can include improvements, such as new or upgraded windows, improved door seals and other measures to maintain low interior noise levels.

For vibration, mitigation measures include track isolation systems, which are effective and typically reduce vibration to below the FTA criteria.

1 would encourage you to talk to folks out here. We've got,
2 in fact, our noise expert, Michael Minor, out here in the
3 noise area that you might want to ask some questions about
4 noise mitigation related to your property. I think you can
5 probably find it on a map out there.

6 So at any rate our next speaker signed up is Don
7 Beskin. Is that --

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I-068-001 1 MR. DALE: I'll just echo a little bit of what the
 2 last gentleman said about access. My gut is that 145th goes
 3 in. I think that's -- if there's people here that don't
 4 like that, I'm just thinking that is what the feedback I've
 5 gotten, that's a top-priority site.

I-068-002 6 I'm more concerned with the very likely station at
 7 185th. And part of that is for other stations as well,
 8 where you're really dropping a station into a single-family
 9 home neighborhood; where at 185th, there are not entrances
 10 to I-5, there is not a major arterial that connects, say,
 11 Aurora all the way to Lake City Way; and so the impact on
 12 the folks that live there, some of the possible zoning that
 13 may happen; and Sound Transit's role in both the
 14 relationship to the Shoreline Public Schools and the
 15 property that's there that are properties of interest for
 16 development, but also what the recommendations are as they
 17 partner with the City of Shoreline I think are huge and will
 18 greatly impact not only the folks in Shoreline but also the
 19 partnership communities in Lake Forest Park and even
 20 Mountlake Terrace where we are tonight.

21 So I just wanted to reiterate sort of the neighbor
 22 feel for all of these stops and really thinking through both
 23 in terms of what gets decided at 185th, 145th, versus 155th
 24 and even the possibility of 130th.

25 And I think a lot of people would echo that

I-068-001

Sound Transit acknowledges your preference for a station at NE 145th Street. The Preferred Alternative evaluated in the Final EIS includes a station at NE 145th Street. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative and its potential effects. A decision about which alternative is built for this project will not be made until after the Final EIS and federal Record of Decision are issued.

I-068-002

Your comment identifying concerns for potential impacts of the Lynnwood Link Extension is noted. As you pointed out in your comment, several of the proposed locations for light rail stations are adjacent to single-family residential neighborhoods and the introduction of the station and ancillary facilities and other improvements could be a concern. The transit stations would be located along a freeway and on the edges of existing neighborhoods and would not encroach into the central portion of these older stable residential neighborhoods. Section 4.2, Land Use, of the EIS discusses the project's impact on surrounding land uses during construction and operation. Neighborhood cohesion would not be expected to change, although localized visual character would change. Section 4.5.6 outlines mitigation measures to facilitate station compatibility. They address building design, landscaping, and noise wall texture.

I-068-002 sentiment of, you know, how is this going to effect, not
 2 just ten years from now. We get caught up in sort of the
 3 vision and the grandeur of what would -- what this would be
 4 like in 20 years.

5 But I'd like to think about what it's going to be
 6 like in five years and impacting people with the
 7 construction in where people live now. And then, of course,
 8 in ten years at least when it hopes to launch. So I think
 9 just really thinking through those things of having the
 10 neighborhoods, rather than developers, as a first thought is
 11 really important.

I-068-003 Just to quickly add, I still wonder why -- when we
 13 talk about spacing of stops, why was 205th -- and I know
 14 it's not for questions tonight -- but why was 205th removed
 15 and pulled off the table? If you think of it as the
 16 connection between the ferry from Edmonds all the way to
 17 Lake Forest Park, that, to me, would seem the most logical
 18 place to try to have a good hub that represents Edmonds,
 19 Mountlake Terrace, Shoreline, Lake Forest Park as a huge
 20 through point. I guess the downside of that is more
 21 congestion.

22 But if you think about that, some of the things
 23 I've heard are, Well, we want spacing of stops, and I get
 24 that. But if you look at the fact that 130th and 145th are
 25 still on the table as a possible two stops, look at that

I-068-003

Sound Transit explored a variety of station alignment design and siting choices along the I-5 corridor from Northgate to Lynnwood. The alternatives discussed in the Draft EIS reflect public and agency comments and suggestions made during the environmental scoping comment period. The development of alignment, profile, and station siting concepts also included working with local jurisdictions and WSDOT. After the development of alternative concepts, Sound Transit evaluated how well these various concepts addressed the project's purpose and need, or other considerations, such as environmental impacts and costs.

A station at 205th Street was not considered because it would be much less accessible than the nearby Mountlake Terrace Transit Center, which already has parking and transit infrastructure. It would also be very difficult to site a station in a freeway interchange.

The decision to consider the NE 130th Street and NE 145th Street stations as components of the Segment A alternatives was based on the public and agency involvement, and evaluation of their ability to meet to the purpose and need of the project, and other factors. Please see Chapter 2 Alternatives Considered for a better understanding of the alternatives development process.

8/14/2013

I-068-003 distance and then compare it to, say, 205th up to just north
2 of the Mountlake Transit Center, it's about equal distance.

I-068-004 So I think the possibility of having a better
4 parking structure that wouldn't impact single-family homes,
5 it's got to be thought about there.

6 Thank you very much.

7 MR. KENNEDY: Thank you, sir.

8 Is there anybody else that would like to speak
9 tonight at this hearing? Please feel free. We have another
10 gentleman.

11 Would you like to sign --

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I-068-004

Sound Transit will continue to develop the detailed plans for stations and parking structures during final design.

1 MR. BERLIN: Berlin.

2 MR. KENNEDY: Berlin. I'm sorry.

I-069-001

MR. BERLIN: I'm under the same problem that the gentleman just ahead of me was speaking about. They -- they're going to take all the property from 222nd to 221st on 60th for a parking area. And then they're going to take the school down across the street -- across the freeway. Well, it seems like people are complaining about it, the antique school, and it should not be moved or anything.

But here, we're stuck for another three and a half years, maybe four years not knowing. And we can't sell the property because nobody's going to buy it. I've had people asking me to -- real estate companies wanting to buy my property now -- or put it on the market. I said, You can't do it because nobody's going to buy it. So we're kind of stuck where we're at right now. And this is some of our retirement probably. So we just don't know what to -- going to transpire with this.

It just kind of -- I voted for light rail many years ago, so I'm for it. But I would just like to be kept up on where they're going to build it. Didn't bother me if they bought my house as long as I got a good price for it where I can move some place else.

So I wish I could get a little more input on what they're going to do and when they're going to do it and

I-069-001

Sound Transit will be avoiding impacts to the Edmonds School District property.

Sound Transit recognizes that the acquisition of property for light rail projects is an inconvenience and hardship for those involved and understands your concern about the potential partial acquisition of your property. Final determinations of the property needs for the project, including acquisitions (partial and full) and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Minimization of acquisitions, displacements, and relocations is a priority for Sound Transit. Please see the Final EIS Section 4.1 for the potential acquisitions related to Preferred Alternative, and updates for some of the other alternatives. The final determination of acquisitions for this project will not occur until final design. Sound Transit will continue to communicate with property owners potentially affected by the project as information develops. If your property remains on the list for a partial acquisition after final design, Sound Transit's Acquisition and Relocation Policy provides for a fair and equitable means of addressing real property impacts across its projects. The agency is available to answer questions how full and partial acquisition determinations are made and to provide information about compensation for partial acquisitions.

I-069-001 start giving us prices, whatever they're going to pay for
2 these houses, because there's five or six houses right there
3 on -- between 222nd and 221st that they were going to tear
4 down and make a parking garage there. But they've changed
5 it since people started hollering about the church and the
6 school, Melody Hill School.

7 So that's my biggest concern, what we're going to
8 do. And my neighbor next door to me, she just bought the
9 house. And she gets this notice in the mail. She didn't
10 know anything about the light rail. And -- and she was sick
11 for a week because she didn't know what she was going to do
12 after that. But now she -- she's got a lot more information
13 on it, still would like to know what's going to happen.

14 So I appreciate your time. Thank you very much.

15 MR. KENNEDY: Thanks for your comment.

16 One thing that might be helpful just to reiterate
17 is that, as far as schedule goes -- and again, we're not
18 answering questions, but I'm trying to provide a little
19 background -- you know, we're taking comments right now on
20 the draft EIS.

21 The comments that are being made, that we'll
22 receive in this public hearing tonight or written or any
23 mailed comments, they'll be responded to in the draft -- in
24 a final EIS that will come out probably sometime later
25 in 2014. So your comments tonight will be responded to in

1 the final EIS.

2 The Sound Transit board will be making a decision
3 on a preferred alternative, probably this fall. And that
4 preferred alternative will be studied in the final EIS. So
5 there'll be a little more certainty after this fall about
6 what alternatives are really off the table and what's going
7 forward. So it may be that some people will know, you know,
8 their property is not part of the preferred alternative
9 fairly soon, within the next three to six months. So I
10 think that -- that may be helpful to some folks.

11 Our next speaker signed up is Eric Raisters.

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1 MR. RAISTERS: Yes.

2 MR. KENNEDY: Is that correct?

3 MR. RAISTERS: That's correct.

I-070-001 4 Yes. Thank you for the chance to speak on this.

5 I'm -- I'm a little concerned and would like to express my
6 concern about the fact that -- that the -- some of the
7 alternatives have already been ruled out; namely, going
8 up 99 or going up 5th or 15th or something like that.

I-070-002 9 That -- that our -- I don't represent the board, although I
10 am a member of the board of the Latvian Evangelical Lutheran
11 Church, which right now is looking at getting their property
12 completely taken away.

13 It's a church that's been around for, in that
14 location, 42 years. And we already had our property taken
15 away, the first time, by the city of Seattle when they built
16 the Wallingford Playfield.

17 We never were notified. In fact, the first we
18 ever had any inkling that this was going to come through our
19 property was in May of this year when Roger Iwata came to
20 the community center and asked to talk to someone in the
21 community center.

I-070-003 22 I'm looking at the schedule that you have out
23 there. At that point, you had already ruled out all of the
24 other alternatives that would have potentially not affected
25 the Lutheran -- the Latvian Lutheran Church and community

I-070-001

Prior to the development of the Draft EIS, Sound Transit studied various corridor options for this project. That work is called the Alternative Analysis and the reports are available to the public in Appendix K of the Draft EIS and on the Lynnwood Link Extension website at: <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension/Lynnwood-Link-Document-Archive/Lynnwood-Draft-Environmental-Impact-Statement>. This analysis showed that high-capacity transit along I-5 would be most beneficial when compared to high-capacity transit on SR 99, NE 5th or NE 15th. Sound Transit spent a great deal of time considering corridor options other than I-5. Please review the Alternatives Analysis Report for this evaluation.

I-070-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Sound Transit has been in contact with representatives of the church prior to May 2013; see Appendix L, Public Involvement and Agency Coordination, of the Final EIS for a table that lists Sound Transit's outreach activities to the church.

I-070-003

At the time of the publication of the Draft EIS, alternatives located in

I-070-003

center.

2 And we had no notice of it. The board apparently
3 made these decisions without consulting with the communities
4 that they were going through. And to me, that does not seem
5 like a very democratic procedure, and it doesn't seem like
6 the right way to do things.

7 I just want to make a comment on that, and I'll
8 leave it at that. Thank you.

9 MR. KENNEDY: Okay. Thank you for your comment.

10 Our next speaker, signed up, is Gunars Sreibers;
11 is that correct? Is Mr. Sreibers here?

12 He's out in the hall, I think.

13 While we're waiting, is there anybody else that
14 might want to speak or has -- you're welcome to sign up now
15 or -- it looks like we have Mr. Sreibers.

16 Mr. Sreibers?

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different corridors (such as SR 99 or NE 15th) had been considered but dismissed; see response to comment I-070-001 above.

See the response to I-070-002 directly above that addresses how the project will not displace the Latvian Evangelical Lutheran Church. Sound Transit has been in communication with the church since 2012; see Appendix L of the Final EIS for a table that lists Sound Transit's outreach activities to the church.

1 MR. SREIBERS: My name is Gunars Sreibers. And
 I-071-001 I'm representing the Latvian Lutheran Church and community
 3 center located just north of Northgate.

4 And the Baltic community is extremely disappointed
 5 in the lack of recognition the DIS [sic] has written into it
 6 regarding the social and cultural contributions of our
 7 community to the Seattle and Pacific Northwest. The Latvian
 8 center is the hub of Baltic community activities in the
 9 community and represents thousands of Baltic residents here
 10 in the Seattle metropolitan area.

I-071-002 The DIS fails to address any of the impacts,
 12 construction as well as operation of the light rail system,
 13 will have on our numerous activities that occur at the
 14 center on an ongoing basis.

15 The alternatives include one that also mentions
 16 the complete elimination of this center which, in essence,
 17 will result in the demise of this center because the
 18 relocation of it will be so difficult and the activities --
 19 discontinuation of activities would essentially be
 20 eliminated -- or it would not -- no longer be able to occur.

21 The center is a multigeneration facility. We were
 22 really surprised by the fact that in investigating the
 23 facility the -- the staff and the people preparing the EIS
 24 did not recognize the fact that this is more than just a
 25 church. This represents the hub of the Baltic community and

I-071-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Please see Section 2.5.1 of the Final EIS for a description of the refined Segment A alternatives that avoid displacing the church.

I-071-002

Chapter 4 of the Draft EIS discusses the project's impacts during construction and operation. Section 4.4 discusses impacts to social resources, including the church.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

I-071-002

the activities of Baltic community, not only in the Pacific Northwest but all the way up to Alaska, California, and heading towards the east.

Not only is it a place where a lot of Baltic people get together, but it is also a center that involves everybody from toddlers to seniors. It also has active church services in three languages, Latvian, Lithuanian, and Estonian. It has special events and holidays, that are unique to the Latvian and the Baltic cultures, that occur there. A Latvian language school is held there on a routine basis, on a regular weekly basis.

We have dance groups. We have choir groups that travel to Latvia and are invited to go to Latvia. We have fraternal groups and we have senior citizens groups that meet there and multiple groups within those larger groups.

It's visited by the presidents by the Baltic countries. It is also visited by the ambassadors of those Baltic countries.

It is also the focal point for, not only the establishment, but also the continued funding of the Baltic studies programs at the University of Washington.

Any of the alternatives that we're looking at here that cause for the disruption or even the permanent relocation of this facility will essentially be devastating to the Baltic community. And measures must be taken,

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-071-002 | basically, to find mitigation measures that will allow us to
2 | continue our existence in the present location.

3 | Thank you.

4 | MR. KENNEDY: Thank you very much for those
5 | comments.

6 | Well, that's everybody that is signed up that we
7 | have so far. We do have, it looks like, somebody else who
8 | would like to sign up.

9 | Sir, can you -- can I get you to sign up?

10 | Where -- is Erin -- where did Erin go?

11 | Sir, why don't you come up? I'm going to get you
12 | signed in here. Thanks.

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8/14/2013

1 MR. SMIDCHEMS: Guntis, G-U-N-T-I-S; last name
2 Smidchems, S-M-I-D-C-H-E-M-S. I live -- my mailing is the
3 University of Washington, Department of Scandinavian
4 Studies, Box 353420, Seattle, Washington, 98195.

I-072-001

I'm here from the Scandinavian Department. We
6 teach Latvian, and that's why -- that's our connection to
7 the Latvian center which is on the planned line.

8 Our department does community outreach events
9 every year, like concerts or lectures or social events.
10 October 23 is one of our outreach events, the Latvians and
11 the Estonians of the Seattle community.

12 And I'm here, more, to find out how that community
13 center is affected by this project and to see how that is
14 going. It's definitely -- we have -- at the department, we
15 have two kind of legs in the local community. One is the
16 Nordic museum in Ballard, and this is our other place where
17 we meet people off campus.

18 So that's about all I wanted to say. I'm just
19 curious about how that's going.

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I-072-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Please see Section 2.5.1 of the Final EIS for a description of the refined Segment A alternatives that avoid displacing the church.

1 HARVEY: I've already signed in on one of them.

2 MR. KENNEDY: Did you --

3 HARVEY: I don't know which one it was.

4 MR. KENNEDY: Okay. Well, you're not -- you're
5 not on this list. So why don't you sign in, if you would,
6 please. Thank you.

I-073-001 HARVEY: We just moved into this area. And I'm
8 starting to get an impression that you really don't care who
9 lives here, who you have to move, who you have to crush. I
10 don't know what you're thinking in who moves or who has to
11 move. And there's a lot more I could have said, but it
12 would have taken up 20 to 30 minutes.

13 And that's all I can really say right now.

14 MR. KENNEDY: Okay. Thanks.

15 Is there anybody else that would like to comment?

16 If not, I would encourage people to make comments.
17 We have a comment form out here. You can e-mail comments
18 in, as Mr. Earling was saying. There's a variety of ways to
19 comment other than here.

20 If you actually want to come back and comment to
21 the court reporter, you can do it. If you feel a little bit
22 like you don't want to comment in this type of a setting,
23 feel free to come back. She will be here until 8 o'clock.

24 But keep in mind the draft EIS. The reason for
25 doing it is to get your comments. We invite your comments.

I-073-001

Thank you for your comment. Minimizing the number of residents displaced, as well as the number of properties acquired for this project is a priority for Sound Transit. In addition to the information on specific affected properties in the EIS, Sound Transit has contacted potentially affected parties to offer information and assistance.

1 We want your comments. That's the point of a draft EIS, so
2 we can -- so our board, that Mr. Earling and others are on,
3 can take those into consideration when they make a decision.

4 So we do take your comments seriously. We invite
5 your comments. We've got many experts out here on -- on
6 every aspect of the project, design, noise, environmental.
7 So please take advantage, ask them questions.

8 So I thank you for coming tonight.

9 And we have another person here. Would you like
10 to speak?

11 PUBLIC MEMBER: I just have a question. I notice
12 that on the comment forms, these are self-mailing with the
13 stamp. Will you have any available to take some with us
14 when we leave, for others in the community?

15 MR. KENNEDY: Yeah.

16 MS. TAYLOR: We have plenty. Just come see me.

17 MR. KENNEDY: Thanks.

18 Great. Well, thank you for calling [sic]. I will
19 bring this hearing to a close. Thanks for coming.

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I-074-001

1 MR. FOY: John Foy, from Lake Forest Park. Is
2 anyone else from Lake Forest Park here this evening?

3 I took the most direct route to come here
4 because -- 205 or I guess 240th, some people call it 205.
5 For Lake Forest Park residents, my concern is the -- the
6 stops are going to be one at Northgate, that's pretty well
7 declared, the Northgate stop. Then there's an idea that
8 130th is going to be a stop, which is so close to Northgate.

9 But 145th, which is the most direct route into
10 Lake Forest Park -- the most direct route -- all the other
11 routes, we must go through other traffic, other cities,
12 other traffic. 145th is the only direct entrance into Lake
13 Forest Park, Kenmore, into Bothell Way. And that is
14 doubtful right now. My understanding is that it is not in
15 discussion or it -- they're looking at it, but it's not.

16 May I inform the -- Sound Transit that the city
17 council of Lake Forest Park has just moved to build about
18 four hundred units of housing on the corner of Bothell Way
19 and 145th.

20 Given that traffic, which will mean that if there
21 is no stop at Sound Transit at 145th, those people are going
22 to be going through all the other exits and into -- we've
23 objected to the number of -- to the number of housing going
24 in there, but the council, in their wisdom, as many councils
25 often do, do not pay attention to the citizens of the city

I-074-001

A station at NE 145th Street was under consideration for the Draft EIS and is also included in the Preferred Alternative in the Final EIS. Sound Transit has been considering a station at this location since the beginning of the environmental review process. Thank you for the additional information on the City of Lake Forest Park's plans for development on NE 145th Street to the east of the proposed station.

I-074-001 and decide to go ahead and do what they want. And that's --

2 it's going to devastate the neighborhood. And we have

3 complained about it, but nevertheless, there it is.

4 I also will appear at the next one in Shoreline

5 because Shoreline has this same concern about there is no

6 direct entrance. 145th is the only direct entrance into

7 Kenmore, Lake Forest Park, Bothell Way. Otherwise we have

8 to go through various cities in a roundabout way.

9 Thank you.

10 MR. KENNEDY: Thank you, sir.

11 It looks like, next up, we have Mr. Dan Dale.

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8/14/2013

1 MR. ANDREJEVS: I'm Markus, M-A-R-K-U-S; Andrejevs
2 A-N-D-R-E-J-E-V, as in Victor, -S, as in Sam.

3 Address is 3818-228th Place Southwest, Brier,
4 Washington 98036.

I-075-001

5 And then, my comments, I was going to comment on
6 the fact that it's a sad situation. Sounds like the board
7 members have already made the decision. It doesn't seem
8 like we had a vote, if it was even a vote. We just now have
9 to deal with the decisions that are being made.

10 This Latvian community center that I'm most
11 concerned with being closed off to the community, not only
12 the Latvian community, but Lithuanians, Estonians, people
13 from Canada come down to visit, dignitaries, politicians.
14 We have -- the University of Washington also performs plays
15 and have -- they have fund-raisers there.

16 And for the entire amount of time that it's going
17 to take to build this light rail system, will be detrimental
18 to those community members and groups and their
19 functionality.

20 That's -- about wraps it up.

21 (Proceedings concluded at 8:00 P.M.)

22 -oOo-

I-075-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

8/14/2013

I-076-001

Thank you for your comments.

1 MR. REEDY: First name is Robert. Last name,
2 Reedy, R-E-E-D-Y. My address is P.O. Box 61, Mountlake
3 Terrace, 98043.

I-076-001 And I would say, if I was in front of everyone, we
4 have been fighting this issue since the old monorail in
5 1962, the Seattle World's Fair. And they wanted to bring it
6 all the way up here. So for 50 years we've been fighting
7 the same thing. I say let's go. It's time that we did
8 something. It's time to move and move forward.
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10 That's all I have to say.

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I-078-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-078-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

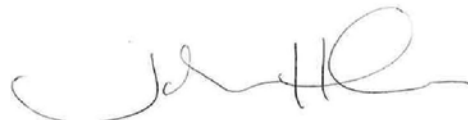
Jean Schunacher Holmes

4800 200th St. SW #E106
Lynnwood, WA 98036

TO WHOM IT MAY CONCERN;

I-079-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,


John Holmes
4800 200TH ST SW E106
LYNNWOOD WA
98036

I-079-001

Thank you for your comment stating a preference for Alternative C1.

Bill Pedersen
Regis of Shoreline
14900 1st Avenue NE #218
Shoreline, WA 98155

APT 218

8/18/13

Sound Transit
Draft EIS Comments
C/O Lauren Swift

401 S. Jackson St.
Seattle, WA 98104

Dear M. Swift:

I am a resident of Regis of Assisted
Living in Shoreline. I would
favor proposed transit line between
Federal Way to Lynnwood. This
Plan would provide the best selection
of smaller cities that we older
people - some with physical handicaps -
would have less crowded shopping
trips to the U of W. would
be a major asset of the
the "straight" line proposal.

Thank you for this opportunity
to share opinion about this
proposed plan.

Sincerely,
William C. Pedersen

I-082-001

Thank you for your suggestion for a straight-line alignment of the light rail system between Federal Way and Lynnwood. A full discussion of the overall proposed light rail system can be found in "Sound Transit 2: A Mass Transit Guide - The Regional Transit System Plan for Central Puget Sound" published by Sound Transit in July 2008. However, the scope of the Lynnwood Link Extension EIS is focused on connections between Northgate and Lynnwood.

I-082-002

Thank you for your comment about the importance of serving the small communities along the route of the proposed Lynnwood Link Extension project. As demonstrated by the number of stations and combination of stations represented in the several alternatives evaluated in the EIS, Sound Transit is committed to providing the best service to residents along the entire route of the proposed light rail extension. Also, the construction of all light rail transit facilities (sidewalks, stairs/elevators, and access into the light rail train cars) will comply with all required standards of The Americans with Disabilities Act of 1990 to ensure access by the elderly and persons with physical disabilities. See Section 2.3 of the Final EIS.

I-082-001

I-082-002

From: Capt. Andrew Reay-Ellers <capt_reayellers@yahoo.com>
Sent: Wednesday, August 21, 2013 3:01 PM
To: Lynnwood Link DEIS
Subject: Fw: shoreline LINK meeting(s) follow-up
Attachments: Letter to SOWERS-reTOD-21Aug2013.docx

To Lynnwood Link DEIS Comment-processing staff;

I-083-001

Last December, when the Sound Transit Board voted to adopt Transit-Oriented-Development policies, I was very heartened to see that lessons had been learned; and that Sound Transit now appreciated the value and accepted the necessity of TOD in creating a successful transit system.

With this in mind, you can imagine my dismay in reviewing the recently released DEIS for the Lynnwood LINK portion of the light rail system.

The designers and planners of this proposed section of light rail have disregarded Sound Transit's TOD policies. It appears that nothing has been learned, and the ST staff has ignored the directions of the board, and the criteria you have established. Every proposed station is sited immediately next to the highway, and the potential for TOD at each of these sites --by Sound Transit's own estimates-- is "Limited".

At recent public meetings and presentations by Sound Transit in the Shoreline area I have been asking questions about Transit-Oriented-Development, and trying to point out the shortcomings in the plan as it is currently proposed. I cannot say that the local staff seem to think this is an important issue. They seem to want to discuss nothing at this point other than alternatives of at-grade vs. elevated stations; and where exactly they will build the enormous parking garages they propose.

I am following up some of those discussions with a letter to one of the Sound Transit outreach staff, Nytasha Sowers. A copy of my letter to her is both included below, and attached to this email.

Basically, rather than being a part of an integrated regional transit system, it seems like the cities of Shoreline, Mountlake Terrace, and Lynnwood are simply expected to accommodate the passage of a commuter rail line This is NOT what the "Link Light Rail" system is supposed to be about -- a series of Park & Ride Garages along

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I-083-001

Thank you for your letter regarding Sound Transit's TOD Policy and for your interest in creating transit-oriented communities in the station areas. Sound Transit's project was designed to respond to the purpose and need described in Chapter 1. The Sound Transit policy on TOD is intended to help guide the development of the project, but it does not override the project's purpose and need, and it is to be considered along with other design and environmental considerations that shaped the development of alternative alignments and stations. Please see Chapter 2, Section 2.6.1 for more details on factors affecting the alternatives.

I-083-001 | the highway. Vibrant integrated station-areas --with good opportunities for TOD-- are a 'must' if Sound Transit's Light Rail system is to be a success.

I am working to write an official and complete set of comments regarding the Lynnwood Link DEIS, and will send those to you when they are complete. In the meantime, I am sending you a copy of my correspondence with Ms Sowers for the record.

I hope that the Sound Transit staff, and especially the Lynnwood Link Team will please look into this issue, and consider the flawed planning and missed opportunities of the current Lynnwood LINK design.

thank-you,

andy reay-ellers

----- Forwarded Message -----

From: Capt. Andrew Reay-Ellers <capt_reayellers@yahoo.com>

To: "nytasha.sowers@soundtransit.org" <nytasha.sowers@soundtransit.org>

Cc: Miranda Redinger <mredinger@shorelinewa.gov>; "Suzanne Wynne, 185th Station-Area Citizens Committee" <action@futurewise.org>; 185th Station Citizen Committee <185scc@gmail.com>

Sent: Wednesday, August 21, 2013 12:56 PM

Subject: shoreline LINK meeting(s) follow-up

Dear Ms. Sowers--

I-083-002 | I wanted to 'follow-up' with you a bit.....

Two weeks ago, at the 185th station committee meeting, I was one of the people asking you about the [lack of] TOD potential in the proposed design of the Lynnwood LINK. Previous to that, I had been one of the people asking you similar questions at the 145th station-area visioning meeting the week before.

I-083-002

Since the release of the Draft EIS and the identification of the Preferred Alternative, the City of Shoreline has conducted additional planning that would help create development patterns more oriented to transit at the NE 145th Street and the NE 185th Street stations. The assessments of the potential for TOD reflected a variety of factors, including local regulations, market conditions and availability of land. The City of Lynnwood, the City of Mountlake Terrace and Sound Transit have also been working collaboratively to advance the TOD potential in their station areas. During final design, Sound Transit also will continue to consider TOD development partnerships and related opportunities to design the station and station areas in ways that support TOD. However, the station locations and the decisions to include parking facilities respond to other Sound Transit policy commitments, including for system access (encouraging a balance of modes, and recognizing the need to serve existing as well as future land use patterns in the larger corridor), sustainability, and environmental management. As described in more detail in Chapter 2, other corridors away from the freeway were considered, but the environmental impacts of building light rail through established communities with few other continuous north/south corridors besides SR 99 limited the potential for placing stations other than adjacent to I-5. Please see Chapter 4, Land Use, Section 4.2.5 for a discussion on TOD potential.

I-083-002

While it may seem that I keep asking the same questions, I'm not. (though admittedly my questions are certainly closely related). Likewise, regardless of what you may think, I am very much interested in your answers.

I am trying not to repeat myself, but rather to continuing to research and ask questions in hopes of helping me to refine my DEIS comments, so I am focusing on defining the problems in sound transit's conceptual strategy of designing the Lynnwood Link.

In detail, and review:

At the visioning meeting I asked you about better siting/aligning/designing the shoreline stations to maximize and encourage -- or at the very least, **allow for** -- good TOD and adjacent "smart growth" urban planning and integration.

[please note, again, that I am in no way asking for re-consideration of a SR99 or N.E. 15th alignment.]

Your reply to me, in part, was that while LINK will try and locate stations where TOD can best happen, not all stations can have this attribute. Different stations can and will serve different purposes.

I have to say that while I might wish that EVERY station area be developed in a "dense, developed TOD" way, I heard what you had to say and I guess it helped me to realize that this is unrealistic. So I get it -- not all stations can or will be designed, aligned, laid-out, and sited to maximize TOD.

BUT.

With this new (and perhaps more realistic) attitude, I then went back to work looking to Sound Transit's policies and goals, and the Lynnwood LINK planning and design work. I wanted to understand both the current policies, and where along the Shoreline segment good integration of station & community is being considered, fostered, and can be expected.

here's what I found:

---Last December the ST Board approved and published their official TOD Policy.

---in April, Lynnwood LINK issued its report on TOD potential along the proposed route with the currently proposed stations' conceptual design & siting.

---and now the DEIS has been published, which incorporates in its entirety (I believe) the April TOD report.

In doing this research two things really jumped out at me, and that is what I was trying to question you about at the 185th meeting. In short:

#1.

The sound transit TOD policy says (1st page, 3rd paragraph):

".....The legislation also guides Sound Transit to work with public and private interests to facilitate TOD. For example, Sound Transit is guided to work with local jurisdictions to set forth conditions for assuring land uses compatible with development of high-capacity transportation systems, such as providing for sufficient land use densities through local actions in high capacity transit corridors and near passenger stations, preserving transit rights-of-way, and protecting the region's environmental quality. Additionally, the legislation guides the agency, in cooperation with public and private interests, to promote transit compatible land uses and development, which includes joint development."

#2.

The assessment in the April report and the DEIS states that the potential for TOD at the 4 proposed station sites in "segment A" of Lynnwood LINK is:

"limited"(130th); "limited"(145th); "limited"(155th); and "limited-moderate"(185th).

-- and even this last site falls to "limited" if accommodation/agreement is not reached with Shoreline Schools for developing adjacent properties in their control.....

OBSERVATIONS:

It appears that the Lynnwood LINK conceptual design, as described in the DEIS, pretty much completely disregarded Sound Transit's own policy. The development of designs are directed to "facilitate TOD" (Sound Transit's words) -- NOT to simply study the issue and then report that, "*nope, not much chance of TOD here...*" (my paraphrase) And regardless of your supposition that 'every station site won't allow for TOD' -- which I do tend to believe is true -- the fact is (as established by Sound Transit's own report), that NONE of the 4 proposed "Segment A" stations allow for appreciable TOD. Moreover, depending on which station sites are selected in segment B (Mountlake Terrace) and segment C (Lynnwood), the potential for TOD at those sites is limited as well.....

I-083-002

Again, I get it that this section of LINK is never going to have the TOD potential of some of the station sites in Seattle. Likewise, I understand that it would be too much to expect that Sound Transit would site, design, and build every one of the Lynnwood LINK stations to maximize TOD potential.

But NONE??

Eight months after Sound Transit publicly commits to a policy of designing its transit projects to encourage and facilitate TOD -- **and the very next project design which is released to the public has little to none.** Why has this project chosen to disregard the Sound Transit board's guidance and directions? I hope you can realize how disappointing and frustrating this is..... and why I am asking questions about this obvious oversight and short-coming of the project as proposed.

At some point in design and scoping -- especially after the Sound Transit board adopted an official policy and commitment to TOD -- there should have been a recognition that the current design was not meeting Sound Transit's own criteria.

So we are now at a point in the process where the public is to comment on the alternatives listed in the DEIS -- and yet the list of alternatives is very obviously incomplete, since no alternatives provide even an average amount of TOD potential. In failing to develop a design which meets Sound Transit's own policies and goals, I find that the DEIS is deeply flawed.

It seems like the lessons learned by Sound Transit a mere ten years have already been forgotten. At that time, the preferred alternative of locating a LINK station alongside the highway at NE 65th was realized to be a mistake --both by the community AND the Sound Transit Board-- simply on the basis of the lack of TOD potential.

No transit station which is sited immediately adjacent to a highway will ever encourage --or even allow for-- effective TOD and integration into the surrounding community. By definition and simply geometry, half of the land adjacent to a station located immediately next to a highway can never be developed, because it is taken up by the highway itself. And then the other half of the the land adjacent to the station will never foster good, valuable, and attractive urban development, because all of that property, by definition, is next to a highway. Shifting the alignment even a block or two makes a world of difference, and that is exactly what Sound Transit choose to do at NE 65th -- even though it meant that the costs of developing that segment are going to be higher.

I-083-002

I understand that it must seem the obvious solution to run LINK along the edge of I-5 from Northgate to Lynnwood -- its simpler, and probably cheaper. But by choosing this 'easy' way, Sound Transit has disregarded what it has already learned about station areas. North of Northgate does not suddenly turn into a rural area, which simply needs to accommodate the passage of a train. Rather than serving the city of Shoreline, and helping to foster transit-oriented neighborhoods within the station areas, the current Lynnwood LINK design is little more than a commuter rail line.

The DEIS, as it is currently written, basically only allows a choice of which type of Park-and-Ride station (at-grade or elevated; where to build the huge parking structure) the public wants to accept. This is not a real choice, and doesn't allow for meaningful public input. The currently proposed station locations and siting don't allow for significant Transit-Oriented-Development, or efficient integration -- and that is exactly what is needed if LINK is to have a consequential positive impact throughout our area.

If the Lynnwood LINK is to truly serve the communities north of Seattle --and to meet the criteria, strategies, policies, and goals set by Sound Transit-- then a re-examination of the project's design is necessary.

Sound Transit needs to be part of creating a transit system, NOT just the builder of a railroad.

regards--

andy

Capt. Andrew Reay-Ellers

home: 206 - 362 - 3799
cell: 206 - 552 - 1961

To: Nytasha Sowers, Sound Transit

From: Andrew Reay-Ellers
Email: capt_reayellers@yahoo.com
Phone: 206 - 552 - 1961

Cc: Miranda Redinger, City of Shoreline
Suzanne Wynne, NE 185th Station-Area Citizens Committee

21 August 2013

Dear Ms. Sowers--

I wanted to 'follow-up' with you a bit....

Two weeks ago, at the 185th station committee meeting, I was one of the people asking you about the [lack of] TOD potential in the proposed design of the Lynnwood LINK. Previous to that, I had been one of the people asking you similar questions at the 145th station-area visioning meeting the week before.

While it may seem that I keep asking the same questions, I'm not. (though admittedly my questions are certainly closely related). Likewise, regardless of what you may think, I am very much interested in your answers.

I am trying not to repeat myself, but rather to continue to research and ask questions in hopes of helping me to refine my DEIS comments, so I am focusing on defining the problems in sound transit's conceptual strategy of designing the Lynnwood Link.

In detail, and review:

At the visioning meeting I asked you about better siting/aligning/designing the shoreline stations to maximize and encourage -- or at the very least, **allow for** -- good TOD and adjacent "smart growth" urban planning and integration.

[please note, again, that I am in no way asking for re-consideration of a SR99 or N.E. 15th alignment.]

Your reply to me, in part, was that while LINK will try and locate stations where TOD can best happen, not all stations can have this attribute. Different stations can and will serve different purposes.

I have to say that while I might wish that EVERY station area be developed in a "dense, developed TOD" way, I heard what you had to say and I guess it helped me to realize that this is unrealistic. So I get it -- not all stations can or will be designed, aligned, laid-out, and sited to maximize TOD.

BUT.

With this new (and perhaps more realistic) attitude, I then went back to work looking to Sound Transit's policies and goals, and the Lynnwood LINK planning and design work. I wanted to understand both the current policies, and where along the Shoreline segment good integration of station & community is being considered, fostered, and can be expected.

here's what I found:

---Last December the ST Board approved and published their official TOD Policy.

---in April, Lynnwood LINK issued its report on TOD potential along the proposed route with the currently proposed stations' conceptual design & siting.

---and now the DEIS has been published, which incorporates in its entirety (I believe) the April TOD report.

In doing this research two things really jumped out at me, and that is what I was trying to question you about at the 185th meeting. In short:

#1.

The sound transit TOD policy says (1st page, 3rd paragraph):

".....The legislation also guides Sound Transit to work with public and private interests to facilitate TOD. For example, Sound Transit is guided to work with local jurisdictions to set forth conditions for assuring land uses compatible with development of high-capacity transportation systems, such as providing for sufficient land use densities through local actions in high capacity transit corridors and near passenger stations, preserving transit rights-of-way, and protecting the region's environmental quality. Additionally, the legislation guides the agency, in cooperation with public and private interests, to promote transit compatible land uses and development, which includes joint development."

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"limited"(130th); "limited"(145th); "limited"(155th); and "limited-moderate"(185th).

-- and even this last site falls to "limited" if accommodation/agreement is not reached with Shoreline Schools for developing adjacent properties in their control.....

OBSERVATIONS:

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the 4 proposed "Segment A" stations allow for appreciable TOD. Moreover, depending on which station sites are selected in segment B (Mountlake Terrace) and segment C (Lynnwood), the potential for TOD at those sites is limited as well.....

Again, I get it that this section of LINK is never going to have the TOD potential of some of the station sites in Seattle. Likewise, I understand that it would be too much to expect that Sound Transit would site, design, and build every one of the Lynnwood LINK stations to maximize TOD potential.

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of Northgate does not suddenly turn into a rural area, which simply needs to accommodate the passage of a train. Rather than serving the city of Shoreline, and helping to foster transit-oriented neighborhoods within the station areas, the current Lynnwood LINK design is little more than a commuter rail line.

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Sound Transit needs to be part of creating a transit system, NOT just the builder of a railroad.

regards--

andy

Capt. Andrew Reay-Ellers

home: 206 - 362 - 3799
cell: 206 - 552 - 1961

I-084-001

Thank you for your comment.

Swift, Lauren

From: Robert Spires <spiresr@live.com>
Sent: Wednesday, August 28, 2013 10:40 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension

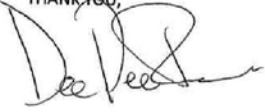
I-084-001

Review of Segment A alternatives eliminated any of my objection by eliminating my personal property loss.
Thanks!!!
Robert and Vimolrat Spires.

TO WHOM IT MAY CONCERN;

I-085-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

 8/25/13
2517 171st St SE Bothell WA 98012

I-085-001

Thank you for your comment stating a preference for Alternative C1.

I-086-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-086-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

RON CARR



TO WHOM IT MAY CONCERN;

I-087-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Mary Tennison 8-25-2013
2517 171st St SE Bothell WA 98012

I-087-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-088-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

 6/25/13

12608 4th Ave NE

Everett, WA 98204

I-088-001

Thank you for your comment stating a preference for Alternative C1.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: EILEEN HORNER
ADDRESS: 1037 NE 187th
CITY: Shoreline STATE: WA ZIP CODE: 98155-2218
EMAIL ADDRESS: BHORNER7@Juno.COM
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-089-001

185 st Station
Option 1 with garage on west side
is the choice we PREFER.

Open & Eileen HORNER



I-089-001

Thank you for your comment stating a preference for the NE 185th Street Station, Option 1, included in Alternative A1.



Lynnwood Link Extension

Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

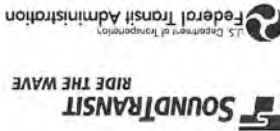
BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104



Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

Thank you
for your input!

TO SUBMIT YOUR COMMENT BY MAIL:
Fold this page and seal with tape, stamp
and mail to address provided.



Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: William Hickey
ADDRESS: 1209 NE 188th
CITY: Shoreline STATE: WA ZIP CODE: 98155
EMAIL ADDRESS: liamhickey13@gmail.com
☒ Please sign me up for project email updates

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Comments

I-090-001

Glad this is finally happening. Wonder if the projection is for increased # of autos on the road come 2020, or even a decrease. How people get around in 2050 I believe will be different than today; less auto, more public transport. Will additional trains be able to be added to track? High speed technology?

I-090-002

Add as many ~~trees~~ trees as possible!



I-090-001

Thank you for your comment concerning changes in traffic in the future. Analysis of 2020 traffic volumes is not presented in the EIS, however, projected traffic volumes for 2035 with and without the proposed Lynnwood Link Extension project are discussed. See Table 3-7, Screenline Volumes and Volume-to-Capacity Ratios. Comparison of these traffic volumes in this table show a consistent reduction in traffic volumes with the Light Rail Alternative.

Section 2.5.4 Light Rail Operations discusses the planned operation of the light rail service with four-car trains. Train frequency could increase as demand increases.

High-speed technology could not be implemented without complete reconstruction of the rail tracks, station platforms, operating system, as well as the purchase of all new trains. Moreover, operation of a high-speed train system would not be appropriate considering the relatively short distances between the transit stations.

I-090-002

Sound Transit will be meeting the tree replacement requirements of the corridor cities as well as WSDOT.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Carolyn Anderson
ADDRESS: 20104 - 48th Ave W. #16
CITY: Lynnwood STATE: WA ZIP CODE: 98036
EMAIL ADDRESS: camystic7@gmail.com
☒ Please sign me up for project email updates

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Comments

I-091-001

Prefer to see Section C-3 option
built instead of C-1 or C-2.
Save the creek & wetlands &
don't tear down apt./condo Bldgs
or single family homes.



I-091-001

Thank you for your comment stating a preference for Alternative C3, due to reduced impacts on Scriber Creek and wetlands, Scriber Creek Park, and residences. The Sound Transit Board identified a modified C3 as the Preferred Alternative.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: W R ANDERSON

ADDRESS: 2332 N. 186TH

CITY: SHORELINE STATE: WA ZIP CODE: 98133

EMAIL ADDRESS: Cwekaandy@comcast.net

☐ Please sign me up for project email updates

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Comments

I-092-001

IT APPEARS THE GREATEST PHYSICAL

I-092-002

IMPACT WILL MORE NOISE ADDED TO THE FREEWAY AND
SURROUNDINGS. THE ADDED IMPACTS TO HOUSING DENSITY
AND TRAFFIC WILL BE BOTH A BLESSING AND A BURDEN
TO DEAL WITH. WE ARE LARGELY A SINGLE DWELLING
NEIGHBORHOOD, FINANCIAL SUSTAINABILITY AFTER
INITIAL CONSTRUCTION IS ALWAYS A PROBLEM
10 YEARS DOWN THE ROAD WE WILL BECOME A
REASON FOR ADDITIONAL TAXING OR FEES.



I-092-001

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

I-092-002

The local jurisdictions control zoning and development regulations and policies. Most of the areas along the alignment have relatively limited transit oriented development potential due to the residential character of the neighborhoods surrounding the identified transit stations. The exception would be the area around the Lynnwood Transit Center and the Mountlake Terrace station area both of which would have moderate to strong TOD potential. Sections 4.2.4 and 4.3.4 describe the indirect and secondary impacts for land use and economics, respectively. Section 5.3.1 of the Draft EIS presents the operation and maintenance costs for the Lynnwood Link Extension, which is about \$16 million per year.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Adam Andersen

ADDRESS: 847 NE 189th St

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: andreasen.adam@gmail.com

☒ Please sign me up for project email updates

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Comments

- I-093-001** After looking at the three options for a parking garage/lot for the 185th station, I strongly suggest that Sound Transit consider the 3-story garage (Option 1) on the west side of I-5. Locating a parking lot under the current power lines would cause a loss of green space in the neighborhood, require Transit riders to walk a block to get to the station, and seemingly increase traffic on 10th (and quite possibly on 188th and 189th for those people who couldn't find parking). Perhaps introducing neighborhood parking permits?
- I-093-002**
- I-093-003** I would also encourage Sound Transit to work with the city to open up new business opportunities, such as coffee shops or cafes that would benefit both commuters and neighbors in the area.



I-093-001

Thank you for stating your preference for Option 1 of the NE 185th Street Station.

I-093-002

The option to introduce neighborhood parking permits to manage the spillover parking is included in mitigation. It would be up to the City of Shoreline to implement a neighborhood parking permit program.

I-093-003

Thank you for your interest in Lynnwood Link Extension and your comment regarding possible commercial development near the 185th Street Station. Commercial uses require allowable zoning and must meet development requirements. The City has developed a subarea plan near the proposed 185th Street Station that may permit some commercial development near the station.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-094-001

Provide adequate
parking

I-094-002

Also meeting times
could be 7 - 9



I-094-001

The park-and-ride lots have generally been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility.

I-094-002

Thank you for your suggestion. The public meetings that were held during public comment period for the Draft EIS were held from 5:30 p.m. to 8:00 p.m. and were well attended. In addition to the public open house/public hearing, there were other opportunities to comment including sending written comments and emails directly to Sound Transit.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: _____

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Comments

I-095-001

This comment pertains to the Lynnwood Light Rail Link C₁, C₂, and C₃ alternative routes. As a resident of Lynnwood that lives in the residential Single Family Neighborhood that is ~~almost~~ directly across from the intended project area. I have determined by looking at the information provided in the DEIS taking special consideration the comparisons of all three routes and the serious impacts to the ^{surrounding} residents and wildlife habitat. I find that the C₁ and C₂ alternative routes have a serious ^{and severely} negative impact on the neighborhood in and around the Light Rail Routes. The C₃ alternative route next to the Freeway I-5 has the least negative impacts on the surrounding neighborhood. I fully support Sound Transit to pursue the C₃ alternative route going into Lynnwood.



I-095-001

Thank you for your comment stating your concerns for adverse residential, wildlife habitat, and neighborhood impacts of the Segment C alternatives and your preference for Alternative C3. A modified version of Alternative C3 was identified as the Preferred Alternative.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: _____

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Comments

I-096-001

#1

Please provide adequate parking garage spaces with smoothly-flow

I-096-002

#2

Please provide more machines that people need to pay before they get on the link. I've seen lots of people did not pay and they drove the light rail link. There should be a security mechanism to provide entrance once people paid then they can get on.



I-096-001

The park-and-ride lots have generally been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility. Station access designs are considering safe and effective access by all modes, and are being coordinated with local jurisdictions.

I-096-002

Thank you for your comment. Sound Transit has a fare enforcement system that includes on-board patrols and penalties for non-payment of fares. Stations will have ticket vending machines as well as card readers.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Resident

ADDRESS: 1705 190TH PL SW

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-097-001

Preference would be to build above ground running along westside of free way into highland. Option C1 would be the best option & seemingly less invasive on the land area near the mall.

I-097-002

appears that the transit time (BlaB Seattle) is lessened much & the amount of transfers seems to be high as well.

Currently the community "feeder" buses are slow at best to help service those of us that live along 524 heading east towards "Maltby". How can we easily access the light rail system.



I-097-001

Thank you for your comment stating your preference for Option 2 of Alternative C1. Please see Chapter 2, Section 2.6.2 for a discussion of why west side alignments are not proposed south of Mountlake Terrace.

I-097-002

Thank you for your input. One of the benefits of the project would be to reduce the need for transfers and to reduce waiting times. Sound Transit will work further with local transit agencies to coordinate transit services to stations as the project approaches operation. However, new routes and services are the jurisdiction of local transit agencies. Each of the stations include pedestrian and bicycle improvements.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Nark + Arden Apt
ADDRESS: 20901 53rd Ave W
CITY: Lynnwood STATE: WA ZIP CODE: 98036
EMAIL ADDRESS: arden.apt@gmail.com
☒ Please sign me up for project email updates

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Comments

I-098-001

We are concerned about the removal of trees at the end of our cul-de-sac (where it abuts I-5). The trees are our only current noise barrier. If it is necessary that they are removed, we think a noise wall along I-5 (where the light rail) would veer off for C1 and C2 options) would be necessary. Since we already have to deal with the noise from I-5, additional noise would be very unwelcome. Thanks!



I-098-001

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing highway noise walls are removed, they will be replaced.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Linda Baughman
 ADDRESS: 12035 5th Ave NE
 CITY: Seattle STATE: WA ZIP CODE: 98125
 EMAIL ADDRESS: lbaughman@u.washington.edu

☐ Please sign me up for project email updates

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Comments

I-099-001

1) Station locations - position with E-W transit access such as 130th, 145, 185th Northgate - Presently there are no E-W bus routes close to the 155 proposed station

I-099-002

2) Track & sound wall placement needs to be planned in advance so I may start the tree replacement process along the west side of my property to improve the privacy in my back yard.

I-099-003

3) At grade placement needs to be defined in relation to my back yard grade. It currently is about 10 feet below the freeway grade.

I-099-004

4) Make sure comment sections/facilities in the future are well documented.



I-099-001

Your preference for stations at 130th Street, 145th Street, and 185th Street due to east-west transit access is noted.

I-099-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria.

Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing highway noise walls are removed, they will be replaced as part of the project. Sound Transit will coordinate with affected property owners as the project continues into final design.

I-099-003

During final design, Sound Transit will coordinate with adjacent property owners where the project would involve construction affecting their parcels.

I-099-004

Documentation of project activities started in 2010 during the alternatives analysis which included a Report and SEPA addendum (Sound Transit, September 2011). The Final EIS includes the public comments to the Draft EIS, and responses to those comments. Chapter 6 describes the opportunities for public input.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Leshi Basil
ADDRESS: 12300 33rd Ave NE #401
CITY: Seattle STATE: WA ZIP CODE: 98125
EMAIL ADDRESS: basilli@speakeasy.org
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-100-001

130th Station is critical to knit together Greenwood, Haller Lake, Bitter Lake, Pinehurst, & Lake City into the light rail system.

If 130th is not going to be built - ~~then~~ ^{from} commuters ~~from~~ ^{from} those neighborhoods will 'swamp' the ~~rest~~ Northgate transit P&R.

Either Elevated or at grade is fine. Since Northgate is elevated, at 145th will be ~~to~~ elevated (if built), ~~one probably~~ ^{we probably don't want an up/down/up effort.}

Thank you for having this open house.



I-100-001

The 130th Station is included as an option being considered in the Final EIS.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Samuel Ben
 ADDRESS: 116 NE 158th St.
 CITY: Shoreline STATE: Wa. ZIP CODE: 98155-5220
 EMAIL ADDRESS: Shbess116@msn.com
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-101-001

Re: Alternative 155th St. Sta. - Do not purchase properties East of Fire Sta. to 3rd Ave. NE.
 Purchase 2 lots across st. 155th North up right of way - parcel properties 3. Residences East of 1st Ave. NE to NE 159th St. Convert this area to a 350 car park & ride for 155th St. Sta -

I-101-002

Removal majority of existing proposed Residences for Visual, Noise, Tree Loss, and Habitat destruction - Implementing Rain Garden Water Courses to Twin ponds Park.



I-101-001

Thank you for your comment, including your suggestion for an alternate 155th Street Station. The 155th Street Station is not part of the Preferred Alternative evaluated in the Final EIS. Final determinations of the property needs for the project, including acquisitions and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Minimization of acquisitions, displacements, and relocations is a priority for Sound Transit.

I-101-002

Thank you for your comment.

TO WHOM IT MAY CONCERN;

8/22/13

I-102-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

M. BRIERLEY

424 N. 130TH ST. SW
78133-7910

I-102-001

Thank you for your comment stating a preference for Alternative C1.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Eric Bupp
ADDRESS: 18319 2nd AVE NE
CITY: Shoreline STATE: WA ZIP CODE: 98155
EMAIL ADDRESS: Bgobupp@gmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-103-001

I like the A-3 option for the shoreline vicinity. Because it's not the most expensive option and it will service our neighborhood very well.



I-103-001

Thank you for your comment stating a preference for Alternative A3.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Kathleen Bopp

ADDRESS: 18319 2nd Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: Kathbopp@gmail.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-104-001

I believe the A3 alternative for the 185th
Street station would serve our neighborhood
the best.



I-104-001

Thank you for stating your preference for Alternative A3.

Edvins Circenis
6834 - 40th Avenue NE
Seattle WA 98115-7532
ecircenis@mac.com

August 22, 2013

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson Street
Seattle WA 98104

Dear members of the Sound Transit Board:

I-105-001

I am a member of the Seattle Latvian Lutheran Church. I provided, without compensation, Architectural Design, Detail Design Drawings, and Structural Analysis for the construction of this Church and Community Center, which was built mostly by voluntary labor in 1971 and was dedicated to the Latvian Community on February 6, 1972.

The Latvian Lutheran Church has been notified prior to the DEIS publication that the property at 11710 - 3rd Avenue NE has been identified as one that Sound Transit may need to partially or fully acquire in order to construct the project under one or more alternatives.

Recognizing the seriousness of how this project may impact the Latvian Lutheran Church and North Seattle Communities, I am proposing for your consideration an option that, when properly executed, will save a number of properties from acquisition in the vicinity of the NE 117th Street.

Attachment A shows the current location of the I-5 lanes in the vicinity of the NE 117th Street. It is obvious that there is a lot more space on the West side of I-5 than on the East side.

To provide needed space for the proposed Sound Transit, the proposed alternative is to re-route locally the I-5 lanes, as needed, to the West in the existing I-5 right-of-way as shown in Attachment B.

I know, it is easier to condemn private property than it is to deal with federal government, but if you feel in your heart that it is worth saving the Latvian Lutheran Church, which is also a Center for the Baltic communities in the NW, I sincerely hope that the Sound Transit Board will give this alternate proposal its utmost consideration.

Thank you very much!

Sincerely,
Edvins Circenis
Property Manager,
Latvian Lutheran Church of Seattle



I-105-001

The Preferred Alternative has been designed to avoid displacing the church. Any major modification to I-5 would be a less effective solution and involves higher levels of construction impacts, property impacts, and higher costs. Refer to Chapter 2 for a description of the Preferred Alternative.





COMMENTS ON LLE BY LYNNWOOD RESIDENT

Linden Clausen
20212 52nd Ave W
Lynnwood, WA
August 21, 2013
Lindenclausen@gmail.com

I-106-001

As a resident home owner, I am concerned that my family's quality of life will be degraded by the LLE, particularly Alternatives C1 and C2. I fear that congestion, noise, and vibration during operation of the link cannot be fully eliminated, only mitigated, and that disruption during the construction phase would be worse.

The EIS shows adverse impacts only near the guideway. Although my house is within that zone, I think it is likely that others will be affected. Chapter 4.7 states that there will be zero impacts after mitigation of noise. The level of disturbance can be lessened, but I feel it is misleading to state that it will be reduced to the point that there are no impacts.

Adding insulation to buildings in the severe noise impact zone is offered as a method of mitigation. As most local homes do not have air conditioning, they need to open their windows for ventilation, especially in warm weather. I think open windows would defeat the purpose of the insulation. Is there consideration of adding air conditioning to insulation as part of noise mitigation?



I-106-001

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. The FTA criteria for noise are based on exterior noise levels and are more stringent than the criteria for traffic. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS. Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing highway noise walls are removed, they will be replaced as part of the project. For vibration, mitigation measures include track isolation systems, which are effective and typically reduce vibration to below the FTA criteria. Potential mitigation measures for vibrations are described in Section 4.7.7 of the Final EIS. For homes that still have impacts after mitigation, sound insulation may be considered. This form of mitigation can include improvements, such as new or upgraded windows, improved door seals and other measures to maintain low interior noise levels. This package would also include a fresh air circulation system or some form of fresh air exchange.

In terms of congestion, in areas where light rail creates an impact, the project identifies improvements as mitigation that would return local intersections in the area to the same as they would be without the project or better. Please see section 3.6 for potential mitigation measures for local streets and arterials.

While the EIS describes construction impacts, some of which will be unavoidable, the project also identifies mitigation in each of the environmental topic areas in Chapters 3 and 4 to reduce their severity, and construction is not expected to impair people's ability to live, work and conduct their normal activities in the communities along the project. Alternatives C1 and C2, which would be closest to your home, are not the Preferred Alternative.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Deirdre Collins
ADDRESS: 18210 15th Ave NE, 305
CITY: Shoreline STATE: WA ZIP CODE: 98155
EMAIL ADDRESS: deirdrecollins11@gmail.com
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-107-001

I think the elevated options work best environmentally (less impact on land + movement of people, vehicles, animals). They look nicer as well.

I like the 3 station alternative of 130th, 155th + 185th rather than 1 station at 145 and another at 185th. For people biking or walking to the station, the 155th option is easier, and will mean that the 185th st. station will not be as packed with people & cars.



I-107-001

Thank you for your comment stating a preference for the Segment A elevated alternatives with stations at 130th, 155th, and 185th. All of the project alternatives that were in the Draft EIS are included in the Final EIS. However, Sound Transit selected Alternative A1, with some modifications, as part of the Preferred Alternative. This alternative would include stations at 145th Street NE and 185 Street NE. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DAVID DAILEY 206/200-2086
ADDRESS: 17810 3RD AVE NE
CITY: SHORELINE STATE: WA ZIP CODE: 98155
EMAIL ADDRESS: David@PandoraHouse.org
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-108-001 I FAVOR 185TH PARKING OPTION #2 FOR
CONTACTNESS/ FOOTPRINT; EASE OF WALKING TO
TRAIN; AND POSSIBLE FUTURE EXPANSION OF PARKING
TO SURFACE LOT UNDER POWER LINES

I-108-002 PLEASE WORK w/ CITIES TO PROVIDE PED/BIKE TRAILS
ALONG RAILBED FOR IMPROVED NON-MOTORIZED ACCESS
TO STATIONS



I-108-001

Your comment is acknowledged. All of the project alternatives that were in the Draft EIS are included in the Final EIS. However, Sound Transit has identified its Preferred Alternative for Segment A, which includes a station as described as Option 1 under Alternative A1 in the Draft EIS. After publication of the Final EIS, the Sound Transit Board will select the alternative to be built.

I-108-002

Thank you for the suggestions. Sound Transit has been coordinating with the local agencies to develop pedestrian and bicycle improvements in station areas and along rebuilt streets. A continuous trail along the rail line is not currently included as part of the project, largely due to the constrained right-of-way and the increases costs and impacts that would result.

I-109-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Chuck Dolan
 ADDRESS: 1220 NE 97th St
 CITY: Seattle STATE: WA ZIP CODE: 98115
 EMAIL ADDRESS: chucklesd2@hotmail.com

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Please make me a Party of record on all actions

① Extend to comment period - Summer
Jewish high holy holidays & start
of school is a poor period to solicit
comment

② Keep all wetland and tree loss
in Section A in the Thornton Creek
watershed and as "high" in the water-
shed as possible

③ Give extra weight to Alternatives
that minimize wetland, stream &
tree impacts

④ Incorporate Low Impact Develop-
ment into all Altern-
atives to the maximum
amount feasible



*communications
Regarding segment A*

I-109-001

Sound Transit does not have a party of record designation for those interested in the project. However, your email address, as given in this comment, has been added to the project's email update list, per this written request. The public comment period for the Draft EIS was for an extended period of 60 days (45 days are required) from July 26, 2013 to September 23, 2013 to allow greater opportunity for public comment.

I-109-002

Thank you. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts to environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure there is no net loss of ecosystem function and acreage as a result of agency projects. The Lynnwood Link Extension would mitigate impacts on ecosystem resources in accordance with the mitigation sequencing requirements established by the Clean Water Act and local Critical Areas Ordinances. If project-specific mitigation is developed for this project, site selection would emphasize a watershed approach. Plans would be developed in cooperation with resource agencies. See section 4.8.6 of the Final EIS for details.

I-109-003

Thank you for your comment. In identifying a Preferred Alternative, the Sound Transit Board considered the information in the Draft EIS, which detailed ecosystem, visual, and other impacts. Sound Transit requires all projects to consider low-impact development (LID) methods as a first choice for stormwater treatment (Design Criteria Manual, July 2012). Section 4.11.9 of the Final EIS describes potential LID approaches the project would consider.


Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Toanne Donohue
ADDRESS: 158 Lake Dell Ave
CITY: Seattle STATE: WA ZIP CODE: 98122
EMAIL ADDRESS:  ~~toanne.donohue@gmail.com~~ Satoraj@comcast.com
☐ Please sign me up for project email updates - Already signed up

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-110-001

Given my background in Aging, my environmental values and what we heard at event for Korean Cent a folks of modest means event I have some concerns about the potential cost of parking garages at both stations. It will encourage people to keep driving. Accumulating shuttle might work better. This idea came up at both at the gatherings my organization put together. I hope we can find a more creative way to get people to the station.



I-110-001

Multimodal connections to stations will be refined in coordination with partner transit agencies and local jurisdictions in the final design phase of the project. However, the station concepts already in place emphasize a balanced multimodal access plan that includes parking.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Kathryn Egan
ADDRESS: 18022 5th Ave NE
CITY: Shoreline STATE: WA ZIP CODE: 98155
EMAIL ADDRESS: Kathryn.Egan@gmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-111-001

I'm in favor of the A-1 option to go under 185th. Removal of as few trees as possible, and a high Noise Mitigation Wall to reduce noise impacts.

I-111-002

Also - 5th Ave currently has no sidewalk and is very messy in the Rainy months. Would need to sidewalk along 5th Ave from 180th to 185th at a minimum - particularly for safety sake with the increased traffic on 5th that's bound to happen.



I-111-001

Thank you for your comment. Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing highway noise walls that are removed will be replaced as part of the project.

I-111-002

The current design of the Preferred Alternative includes reconstruction of 5th Avenue NE from NE 185th Street to approximately NE 183rd Court. This would bring the street up to current standards as well, with pedestrian and bicycle facilities, and improved stormwater management.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Stefanie Bouchreau
 ADDRESS: 15816 8TH Ave NE
 CITY: Shoreline STATE: WA ZIP CODE: 98155
 EMAIL ADDRESS: lebbonbird@yahoo.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-112-001

At my home in the Ridgecrest Neighborhood, we are currently impacted by a great deal of sound from I-5 due to being situated on the crest of the hill. I don't see any evaluation being done in regards to sound near my home since we are a good distance from the L.R. line proposals. I would ask for an evaluation to be done prior to the final E.I.S.

I am a big supporter of the plan, and specifically the stop at 145th but I would appreciate some more thought being put into sound impacts at neighborhoods along the crest of the hill on 7th & 8th NE.

Thank you.



I-112-001

Thank you for your comment. Based on the address you supplied, your house is approximately 2100 feet from the light rail alignment. At this distance, it is unlikely that you would hear the light rail system operations, and you are outside the typical analysis range 400 to 600 feet from the corridor. However, sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing highway noise walls removed will be replaced.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Judi Gladstone

ADDRESS: 8526 Madrona Ln.

CITY: Edmonds STATE: WA ZIP CODE: 98026

EMAIL ADDRESS: judiglad2@gmail.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-113-001

No station at 130th or 155th or 220th. Don't want too many stops.
Have parking available at each station. Suburban commuters don't like have to transfer. The commute is already long enough. Also need to accommodate commuters from even further north.

where not
many people
will get on.



I-113-001

Sound Transit acknowledges your comment opposing stations at NE 130th Street, NE 155th Street, and N 220th Street. All of the stations would have park and ride facilities.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Karen & Troy Griffin
ADDRESS: 20302 52nd Ave. W
CITY: Lynnwood STATE: WA ZIP CODE: 98036
EMAIL ADDRESS: sumptnaskew@hotmail.com or DFRTRY@hotmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-114-001

We have concerns about the C1 & C2 options. We feel that the C3 option would cause the least amount of disruption for us, our neighbors and businesses. We're also concerned ~~about~~ ^{that} the noise and aesthetic would cause a significant decrease in our property value.

I-114-002



I-114-001

Sound Transit developed a modified Alternative C3 for the Preferred Alternative. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative and its potential effects. A decision about which alternative is built for this project will not be made until after the Final EIS is issued.

I-114-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria.

Sound Transit's policy is to mitigate moderate or severe impacts.

Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Section 4.5 analyzes visual impacts, and the areas along 52nd Avenue W were identified as high impact with Alternatives C1 and C2; they are not the Preferred Alternative. Section 4.3.4 also considers the potential for economic impacts to properties along the various alternatives.

TO WHOM IT MAY CONCERN;

I-115-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



I-115-001

Thank you for your comment stating a preference for Alternative C1.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: SHANON HARRIS

ADDRESS: 14729 - 12th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: ahsharris@msn.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-116-001

I prefer Segment A alternative A11, with possibly a few changes. I believe there needs to be stations at both 135th and 145th with parking. But the interchange at 135th should also be reconfigured for improved traffic flow. I like that Option 2 at 145th acquires fewer properties than Option 1, and I like that it has kiss-and-ride access. At 185th I like that the station is elevated and that the garage is closer, but I wish there was a way to acquire fewer properties. Of the Segment B alternatives I prefer B2A because it includes a station at 220th.

I will spread traffic projects



I-116-001

Thank you for your comments stating a preference for Alternatives A11 (with changes) and B2A.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: SHANE HOPE

ADDRESS: 2037 FAIRVIEW AVE E # B

CITY: SEATTLE STATE: WA ZIP CODE: 98102

EMAIL ADDRESS: ~~SHANE~~ scattleslow@aol.com

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-117-001

IN SECTION B, THE MOUNTLAKE TERRACE TRANSIT CENTER IS THE PREFERRED LOCATION FOR A STATION. IT WILL ENCOURAGE TOD AND WORK BEST WITH FUTURE DEVELOPMENT AND RESULT IN MORE LIGHT RAIL RIDERSHIP, ~~AND~~ WITH A SAFER, MORE PEDESTRIAN-FRIENDLY APPROACH.



I-117-001

The Sound Transit Board has identified Alternative B2, which includes a station at the Mountlake Terrace Transit Center, as the Preferred Alternative for discussion in the Final EIS. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative. A decision about which alternative is built for this project will not be made until after the Final EIS is issued.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Diana M Johnson

ADDRESS: 219 NE 185th ST

CITY: Shoreline STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: d.johnson@u.washington.edu

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-118-001

My concern is the traffic along 185th, esp. during construction. Right now there is fairly heavy traffic along 185, esp. at rush hours, but also when there

I-118-002

are events at the Shoreline Ctr and the stadium. It is a major arterial for all emergency vehicles at all times of day and night. There are only a few direct routes between 185th + 185th - Meridian, 5th and 10th. Alternatives will be necessary.



I-118-001

Mitigation measures for increased traffic congestion as a result of the station construction and operation will be included as part of the project. Refer to Chapter 3, Transportation.

I-118-002

Sound Transit will work with local jurisdictions during detailed construction planning to ensure that emergency vehicle access is maintained. Sound Transit will also coordinate with the City of Shoreline to minimize disruption to traffic flow and multimodal access along NE 175th Street and NE 185 Streets.

From: kristina.aija@gmail.com on behalf of Kristina Johnson
<kristina.johnson@alumni.duke.edu>
Sent: Monday, August 26, 2013 3:09 PM
To: Lynnwood Link DEIS
Subject: Latvian Community Center

Dear Sound Transit Staff,

I-119-001 I am writing regarding the proposed project affecting the survival of the Latvian Community Center in North Seattle, Washington.

As a Washington State voter, a lawyer, and a concerned Latvian-American, I would like to share a few points to please consider in the assessment of the project.

First, on a personal note, the Latvian Community Center has truly been a fundamental piece of home and an essential component of my years growing up in Seattle. The Latvian Center is as important in my family's history and in my personal experience as any state park, school, or other special memory. For my elderly mother, to this day it is her primary social place of engagement, its importance cannot be overstated for an elderly immigrant community, to have a place to come together in peace to share common language, art shows, music, food, folk dancing, church, and dialogue. Christmas would simply not be complete without the traditional events at the Latvian Center which I have always attended since a young age, including both the Christmas bazaar and also closer to the holiday the traditional candlelight church service, followed by Latvian dinner with the whole community, most of whom dress in traditional Latvian dress. This is a dying culture, and any efforts to preserve this piece of history must be treasured.

As more specific points, please consider the following:

I-119-002 1) A senior representative from the Latvian Community Center should be appointed to serve on the Community Advisory Committee and/or the Business Advisory Committee for the project, to ensure meaningful engagement with the affected community;

2) The project should be a design-bid-build project, rather than a design-build project, to allow for greater public engagement;

I-119-003 3) An engineering assessment must be completed to ensure that the historic/aged structure of the Latvian Community Center can withstand the new proposed route, if it will proceed at close proximity to the center multiple times per day.

All efforts must be made to ensure that this historic structure is preserved, and along with it a beautiful and fragile ethnic community.

Thank you for your time.
Kristina Johnson
8168 Cultus Bay Road
Clinton WA 98236

I-119-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. The Sound Transit Board directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained, although a small portion of land on the property's edge would be acquired for the Preferred Alternative and other at-grade alternatives. Please see the Final EIS Section 2.5.1 for a description of the refined Segment A alternatives, which all result in reduced impacts on the Church.

I-119-002

Thank you for the suggestions. Sound Transit is committed to working collaboratively with the church and its representatives throughout the project's development. Sound Transit has not established citizen advisory groups or business advisory groups for the project. Sound Transit's contracting approach to the project would not alter the ability of the agency to continue public engagement in the project.

I-119-003

The Final EIS includes an assessment of vibration levels (Section 4.7.3) resulting from the project, and determined that the vibration would be well below thresholds that could result in damage to adjacent structures. The assessment also considered the church as well as nearby residences as vibration-sensitive facilities where occupants could be disturbed by vibration, and identified mitigation measures to avoid vibration levels exceeding FTA criteria.

Lynnwood Link Extension



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Cecily Kaplan

ADDRESS: 15307 15th Ave NE #C0

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: ckaplan@msn.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-120-001

I ~~do~~ believe that the 145th station will only work if major changes and improvements are done to 145th. Light rail stations should encourage walking & biking. None of this can happen on 145th. It is terrible & this would make it worse. I like 155th better as it connects to already existing expansion of amenities at the area around Central Market. It is also closer to the small ~~bus~~ area at 125th & 5th. Shoreline has an opportunity to begin to make the city interesting and accessible to people who want to live and play. It needs to be walkable. There needs to be opportunities for businesses to thrive with increase in people who come by light rail & enjoy a "business core" like Otello & Columbia city. The light rail was made



I-120-001

Thank you for your interest in Lynnwood Link Extension and your comment regarding improvements needed on NE 145th Street and the need for business opportunities near stations. The Preferred Alternative includes biking, walking, and other access improvements in the NE 145th Street Station area. The City of Shoreline developed a subarea plan for the 145th Street Station area, similar to the recently adopted 185th Subarea Plan.

I-121-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-121-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Chris Kelly
480-200-51
#E-305
Lynnwood WA 98036-6363

From: sskmk@comcast.net
Sent: Sunday, August 25, 2013 3:55 PM
To: Lynnwood Link DEIS
Subject: eis

I-122-001 | Of the 3 segment alternatives, c3 is obviously the best choice....it has the least impact on existing neighborhoods and businesses. The people that live in the impacted neighborhoods should not have to see their property devalued or lose their homes when there is a perfectly viable alternative that would avoid these consequences.

-Michael Kelly, Lynnwood

I-122-001

Your preference for Alternative C3 due to fewer impacts is noted. The Preferred Alternative in the Final EIS includes a modified Alternative C3. The decision about which project will be built will be made after publication of the Final EIS.

From: Teresa Kelly <terrytoo2@msn.com>
Sent: Wednesday, August 28, 2013 11:09 AM
To: Lynnwood Link DEIS
Subject: Latvian culture center

To Lauren Swift:

I-123-001 | We are so very upset about the Link running past the Latvian Church and Culture Center. Please do not become like the USSR destroying all Lithuanian and Latvian culture. Think about what you are doing.

Teresa Kelly

Sent from Windows Mail

I-123-001

The Final EIS describes the results of additional engineering Sound Transit undertook to avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained, although a small portion of land on the property's edge would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Cheryl Klinker

ADDRESS: 12036 35th Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: cakaea@comcast.net

☐ Please sign me up for project email updates

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Comments

I-124-001

① Go with elevated as much as possible, especially at 145th & along Jackson Park

I-124-002

② ~~After~~ Don't put in all three interim stations ... (130th, 145th, & 155th) seems like it would dilute ridership.

③ 145th is somewhat of a tangle already for traffic (long left turn waits, trying to get to freeway on ramps, the odd intersection etc) so would favor 130th station, but really like the potential for the bus & rail connections at 145th. Possible to redesign that whole intersection and freeway entrance to make it all safer, no waits for buses, and less time in the left turn lanes.

I-124-003

④ Glad to see minimal impact to Thornton, and hope there will be some stormwater natural systems associated with the new stations & water quality treatment at wetlands.

Please work closely with SPU as you tie into the Thornton drain & conveyance.

 **SOUND TRANSIT**
RIDE THE WAVE
Thanks for the opportunity.

I-124-001

Sound Transit identified a modified Alternative A1 for the Preferred Alternative. The preferred alternative as described in the Final EIS includes a partially elevated guideway in the vicinity of Jackson Park and stations at NE 145th Street and NE 185th Street. The Final EIS also includes an option for a station at NE 130th Street. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative. The Sound Transit Board will select the alternative to be built after publication of the Final EIS.

I-124-002

Thank you for your comment about traffic concerns on 145th Street. Chapter 3 includes updated information on improvements included in the Preferred Alternative that help reduce traffic impacts in the NE 145th Street Station area.

I-124-003

Thank you for your comment. Sound Transit requires all projects to consider low-impact development (LID) methods as a first choice for stormwater treatment (Design Criteria Manual, July 2012). As summarized in Section 4.11.9 of the Draft EIS, the most common soil group in the project area is Type C, which is predominantly till-type soil that has a low infiltration and high runoff potential, generally not compatible with many LID approaches that require soil to infiltrate. However, some other locations in the project area contain soil Types A and B, which have high to moderate infiltration potential, respectively, and are generally compatible with many types of LID stormwater facilities. Sound Transit will evaluate the feasibility of LID throughout the project area.

From: Mark Knoke <sotosoroto@yahoo.com>
Sent: Monday, August 26, 2013 12:41 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Extension DEIS comments

- I-125-001** | In the description of a 145th Street Station, I-5 access is mentioned as if this is a positive item for this location. I would think this would be a negative for this location, instead. If anyone uses I-5 to this station, they'd be entering the freeway closer to a different station, so I doubt many people would use I-5 as access. A 155th Street Station, on the other hand, would provide an access point to light rail that is free of freeway congestion. This would set up a freeway/rail separation pairing like we have planned for 175th Street and 185th Street. If it works for northern Shoreline, it should be good for southern Shoreline.
- I-125-002** | For the potential 130th Street Station, it looks simple enough to flip the station plan to the south side of 130th Street. Doing this, coupled with a station entrance and crosswalk at 127th Street, would greatly increase the walkshed in the Pinehurst neighborhood. In the elevated scheme, the planned parking could then slide south, nearer to the intersection.
- I-125-003** | At the 117th Street bridge, to me it seems the best solution would be for the tracks to be elevated directly above 1st Avenue, on a structure straddling the street. This way, the existing bridge would not need to be replaced and houses alongside 1st Avenue would not need to be destroyed. Due to the grade change northward, there would be ample space to transition to an at-grade configuration for 130th Street after a high point near the Latvian Church.

Thank you,
Mark Knoke

I-125-001

The Chapter 2 descriptions of the NE 145th Street Station does not characterize the access as good because of the I-5 ramps, but rather because NE 145th Street and 5th Avenue are major arterials, and it would serve the communities east and west of I-5. The continued congested conditions on I-5 is expected to discourage patrons from the north from taking longer trips on the freeway when there would be accessible stations closer to their origin or destination.

I-125-002

The option to locate the 130th Street Station to the south side of NE 130th Street was explored by project designers. The freeway ramp configurations and design challenges involved with reconfiguring the ramps resulted in a decision to not move this option forward. The Preferred Alternative includes the option for a future NE 130th Street Station on the north side.

I-125-003

The Draft EIS and Final EIS include a range of alternatives that do or do not involve replacing the 117th Street bridge. The preferred alignment for the guideway would not require reconstruction or modification of the NE 117th Street crossing.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Brad Lancaster

ADDRESS: 18331 10th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: brad@lancasterlawoffice.com

☒ Please sign me up for project email updates

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Comments

I-126-001

Shoreline used to be a bedroom community created by the easy commute to downtown Seattle. No more. We are now a city with a small commercial base and under-utilized land. The 185th Shoreline station promises to create higher density housing, a new commercial district, and a more urban Shoreline. Put the parking as close to the station as possible. Build a multi-story parking facility. Rezone the surrounding area to let businesses buy out homeowners (profitably). Build the station to shape the future rather than remediate the past. We look forward to a more "fun" Shoreline. Banish the boring!



I-126-001

Thank you for comment regarding the 185th Street Station. The preferred alternative includes a multi-story parking garage on the west side of I-5 with improved pedestrian access along NE 185th Street across I-5. The City has developed a subarea plan near the proposed 185th Street Station that envisions higher density development near the station. Rezoning is the responsibility of the City of Shoreline and not part of the Lynnwood Link Extension project.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: CATHERINE LO

ADDRESS: 16710 3RD AVE NE

CITY: SHORELINE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: kaisgren8@yahoo.com

☐ Please sign me up for project email updates

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Comments

I-127-001

As an avid walker & cyclist, I'm advocating for a station location @ 155th Street to serve the Ridgecrest neighborhood. A 155th location would allow a greater number of Shoreline residents to access LINK via non-motorized means which best supports ST's policy of reducing carbon emissions. Such a location would also allow for good connecting bus service (east-west) to/from the Central Market/Sears redevelopment zone and provide continuation service to Greenwood Ave off of Westminister. Bike lanes already exist on 155th west of 5th Ave NE and are slated for expansion to the east. In terms of station spacing, a 155th station would fit well with a 130th station for which I also support. Please prioritize those most affected in Shoreline and maximize benefits to our community by considering 155th!



I-127-001

Your preference for a NE 155th Street Station is noted. Although the station is not part of the Preferred Alternative, all of the stations would feature multimodal access improvements in the station areas. Sound Transit is also coordinating with the City of Shoreline on opportunities to enhance station accessibility.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Doug Martin-Vogel

ADDRESS: 18525 10th Ave. NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: dreaming@hotmail.com

☒ Please sign me up for project email updates

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Comments

I am in the area closest to Segment A on 185th. I like option 1 the most because it preserves the most number of houses and seems to impact less residence. Option 2 is acceptable but offers less opportunity for development around and in the shoreline center. Option 3 destroys the open space used for hiking, dog walking, and many other activities. It will directly effect my property and will increase air pollution. I like the foot bridge over I5. I also prefer the elevated ~~at~~ option for the rail because it looks better and displaces less people and will require less property to be purchased.



I-128-001

Thank you for your comment stating a preference for the 185th Option 1 Station (Alternative A1). Alternative A1 with modifications, was been identified as the Preferred Alternative. The Sound Transit Board will select the project to be built after publication of the Final EIS.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Josie Mearns

ADDRESS: 18516 8th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: cycle107@comcast.net

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Comments

I-129-001

Option #3 : The parking under the power lines is a concern because of EMFs and the Tolt River water runs underground. Has there been approval by the Seattle utilities, who maintain the property and the water pumps.



I-129-001

Parking lots, streets, and recreational trails are constructed regularly under these types of transmission power lines and over water mains. As noted in Section 4.13 there would be no impacts due to electromagnetic fields. If Option 3 were selected in the project to be built, improvements within the limits of the Tolt River water supply easement area would be required to meet Seattle Public Utilities (SPU) design standards, and any such improvements must undergo an SPU design review prior to construction.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: RYAN MIFFLIN

ADDRESS: 1023 NE 187th St.

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: riverhead19@hotmail.com

☐ Please sign me up for project email updates.

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Comments

I-130-001

I vote for option 3 for the 185th st. location, but please
consider making additional parking all contained in the same block
and not under the phone lines. The homes on that block are dumps
built nearly 50 years ago and are not worth saving!



I-130-001

Your preference for Option 3 for 185th Street Station is noted.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: James Monroe
 ADDRESS: PO Box 851
 CITY: Lake Stevens STATE: WA ZIP CODE: 98258
 EMAIL ADDRESS: jmonroe642@hotmail.com
☒ Please sign me up for project email updates

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Comments

I-131-001

Long time supporter of light rail (grew up on it in New York & Chicago). Glad to see it finally here in Seattle. LONG OVERDUE!

I-131-002

I strongly encourage using the freeway medians for at-grade or above grade use of the right of way. Land is already being used for transportation and would not impact land owners adjacent to freeways as delineated in several alternatives.

To achieve this in places reduce number of lanes on freeway. You want those people on the train. They won't need their vehicles. Therefore, no need for the pavement.

Thanks to the team that put this together.



I-131-001

Thank you for your comment. Sound Transit appreciates your support.

I-131-002

The proposed rail alignment is primarily sited in existing right of way outside of traffic (i.e. I-5) to avoid operating and safety conflicts. Removing capacity on the freeway in order to construct light rail would greatly worsen congestion and degrade overall transportation system function. Construction impacts would also be much higher. An above-grade alignment would also need to have more space in the median than is available from Northgate to nearly Mountlake Terrace, would conflict with multiple existing bridges/overcrossings, and would lack room for stations.

Section 2.5 of the Final EIS explains the factors affecting the range of alternatives. The factors reflect the constraints posed by I-5 and its limited available right-of-way, as well as other community and environmental conditions along the project corridor. In addition, refer to the I-5 Light Rail Compatibility Report (Sound Transit 2012, included as Appendix Q of the Final EIS) which is the basis for the conceptual engineering of the Draft EIS alternatives and their assumptions about the use of WSDOT right-of-way.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: CRAIG MURPHY
 ADDRESS: 2345 N. 179th STREET
 CITY: Shoreline STATE: _____ ZIP CODE: 98133
 EMAIL ADDRESS: Cemurphy1958@hotmail.com
☒ Please sign me up for project email updates

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Comments

I-132-001

185th STATION
 Please work with & encourage other agencies (City of Shoreline etc) to make sure that high quality/safe walking & biking access is also in place at the time the 185th street station is opened. This should include well lit bike lanes & side walks not only on 185th but also on streets entering neighborhoods & parks - such as 185th, 10th NE, 1st Ave NE (N+South of 185) 179th (Borders Cromwell Park entrance) 5th Ave NE.

I-132-002

145-OR 155 - MAKE A GATEWAY INTO SHORELINE & NOT JUST A TRANSIT CENTER THAT PEOPLE WANT TO GET OUT OF QUICK - MAYBE COMMERCIAL DEVELOPMENT AROUND THE CREST & CAFE AROMA - Pub, Restaurant, COFFEE SHOP?



I-132-001

Thank you for your comment regarding pedestrian and bicycle access to the 185th Street Station. Non-motorized access to light rail stations is an important component of Sound Transit systems as reflected in the Transit Oriented Development, Sustainability, and System Access Policies. The Preferred Alternative identifies improvements in the station area (see Chapter 2 as well as Appendix F for details). Sound Transit will continue to work with partner agencies, including the City of Shoreline, on complimentary access improvements.

I-132-002

Sound Transit and the City of Shoreline have been coordinating in station planning, and Shoreline has been conducting its own subarea planning process for potential comprehensive plan amendments. Please see Section 4.2.2.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Orr
ADDRESS: 1618 Bellevue Ave #302
CITY: Seattle STATE: Wa ZIP CODE: 98122
EMAIL ADDRESS: 700 Sluggo ster@gmail.com
☐ Please sign me up for project email updates

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Comments

I-133-001

Link and the Lynnwood Extension are vital to giving the region an effective alternative to driving. The most important criteria for station siting is proximity to neighborhood centers, bus/bike/pedestrian access, and TOD opportunities. 130th station is vital. So alternatives A5 or A10 are best. 130th is necessary to give Lake City and north west Seattle effective access to Link via a feeder bus, which would also connect those two areas together. We don't need the elevation of A7 and A11 because there are no traffic crossings to eliminate or spectacular views to see, so save money and build at-grade. It's hard to choose between 145th and 155th, but 155th is ^{slightly} better due to being a pedestrian-friendly street.

 **SOUNDTRANSIT**
RIDE THE WAVE

I-133-001

Your comment regarding the benefits of stations at NE 130th and 155th Streets is noted. Consistent with the Sound Transit Board's direction for a Preferred Alternative, the Final EIS includes an option for a station at the NE 130th Street.



Lynnwood Link Extension

Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

I-133-001

(continued)
Without traffic congestion, and fewer major parcels that would block up zoning, and being closer to the 155th & Aurora Center and existing Crosstown bus 330. ~~that~~
Mountlake Terrace Station must be on the east side of the freeway to facilitate transfers to buses and a shorter walk to the city center. 220th station may be a good idea if Snohomish County residents support it. So either B2, B2A, or B4 would be ok.
Lynnwood station should be on the north or west side of the transit center to give a shorter walk to the emerging urban village, so C1 or C2 are ok. C3 is bad because it's the longest walk from the city center and has no immediate walkshed, being sandwiched between the Parkside and I-5.

I-133-002

I-133-003

I-133-004

there have been objections.
401 S. Jackson St., Seattle, WA 98104
Draft EIS Comments c/o Lauren Swift
Sound Transit
Do not allow concerns about impacts to Scriber Lake Park or the Latimer Center to stand in the way of effective transit for hundreds of thousands of non-drivers and would-be non-drivers in the region. This is our best and only hope to have effective rapid transit in the region, so we must think long-term.

I-133-002

Your preference for Alternative B2, B2A, or B4 is noted. The Sound Transit Board has identified Alternative B2 as the Preferred Alternative. The Preferred Alternative as discussed in the Final EIS includes a station on the east side of I-5 at the Mountlake Terrace Transit Center and further considers an option for a station at 220 Street SW. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

I-133-003

Thank you for describing your concerns about walkability with Alternative C3, which led to your preference for Alternatives C1 and C2. The Sound Transit Board has identified a modified Alternative C3 as the Preferred Alternative. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

I-133-004

Thank you for your comments. Sound Transit appreciates your support for the project.

search for separate comment

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Orr

ADDRESS: 1618 Bellevue Ave #302

CITY: Seattle STATE: Wa ZIP CODE: 98122

EMAIL ADDRESS: Sluggaster@gmail.com

☐ Please sign me up for project email updates

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Comments

Link and the Lynnwood Extension are vital to achieve
an effective non-automobile



I-134-001

Thank you for your comments. Sound Transit appreciates your support.

I-134-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: CHRISTOPHER PALMS

ADDRESS: 1519 NE PERKINS WAY

CITY: SHERBURNE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: _____

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Comments

I-135-001

FOR THE 185TH ST STATION I THINK OPTION 2
OFFERS THE BEST COMBINATION OF DIRECT ACCESS
FROM PARKING & REDUCED IMPACT TO NEIGHBORING
HOUSES.



I-135-001

Your preference for the 185th Street Station, Option 2, is noted. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative. A decision about which alternative is built for this project will not be made until after the Final EIS is issued.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Diana Petersons
ADDRESS: 12015 E. Gibson Rd
CITY: Everett STATE: WA ZIP CODE: 98204
EMAIL ADDRESS: dilunik@hotmail.com
☐ Please sign me up for project email updates

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Comments

I-136-001

My family moved to the Seattle area in 1987 and our family became the caretakers of the Latvian Lutheran Church. We grew up attending Latvian School, going to Latvian folk dancing, helping w/ senior citizen lunches, going to Latvian Bazaars and other numerous activities. This is the life of a Latvian-American child and continues into adulthood. By building this light rail system, you affect the senior community that built this center by hand w/ ~~donations~~ donations collected over 40 yrs ago. You affect my age group who is now bringing their children to school and continuing the culture — you are affecting the future Latvian children, as well as our fellow Estonian and Lithuanian members who also share our center. We have had to move before due to imminent danger — please do not make us move again — we will not find a "home" that carries the significance of this center. Sincerely, Diana Petersons



I-136-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Modris Petersons

ADDRESS: 11716 3rd Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: _____

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Comments

I-137-001

We are the caretakers at the Latvian Lutheran Church. We are originally from Milwaukee WI. Every major city in America has a Latvian community center. Most of the centers were built by the "greatest generation". We noticed that when we took over the center, unlike other centers, there is the whole west coast Latvian community that uses the church and center. Not just the city of Seattle.

I-137-002

To resolve the issue with no major hassles and a devastated Baltic community, shorten the 130th street exit. It's silly to have such a long exit lane. Go see for yourself, just move the rail over 50' and shorten the lane. It would work, if we use a "common sense" solution.

Thank you.



I-137-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A.

I-137-002

Your suggestion regarding the NE 130th ramp is noted. See the conceptual design developed for the Preferred Alternative in Appendix F.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Nikol Petersons
ADDRESS: 11716 3RD AVE NE
CITY: Seattle STATE: WA ZIP CODE: 98125
EMAIL ADDRESS: menestins1@yahoo.com

☐ Please sign me up for project email updates

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Comments

I-138-001

The significance of the Latvian Lutheran Church of Seattle to the Baltic Community ~~and~~ is undescrivable. The devastation between 3 cultures and the loss of their church is too much to bear. I really hope that Sound Transit provides a different approach to building the link rail from Northgate to Lynnwood rather than running through the church parking lot creating little to NO access. Please consider that you're not just demolishing a church but 3 baltic communities.

Latvia, Lithuania, Estonia!!!



I-138-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Nikol Petersons
ADDRESS: 11716 3RD AVENUE NE
CITY: Seattle STATE: WA ZIP CODE: 98125
EMAIL ADDRESS: menestins4@yahoo.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

In regards to the Latvian Luth. Cultural Center and Community center, having no access to the church/center would have a catastrophic effect on the Baltic Community. Where would we go as a whole to sustain our culture and language?? Having no access is not acceptable

thank you.

NIKOL



I-139-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Ravin Pierre + Polina Yurova

ADDRESS: _____

CITY: Lynnwood STATE: WA ZIP CODE: _____

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-140-001

For Segment C alternative, I prefer C3.



I-140-001

Thank you for your comment stating your preference for Alternative C3.

Aldis Raisters
3936 NW 17th Ave
Camas, WA 98607

Roger Iwata
North Community Outreach Lead
Sound Transit

August 24, 2013

Dear Mr. Iwata:

Re: Sound Transit Link Light Rail system impacting the Seattle Latvian Church and Center at 11710 3rd Ave N.E, Seattle, WA 98125

The purpose of this letter is to voice concerns over the plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system, which includes alignment along the east side of I-5, impacting private property owners and community groups.

I-141-001

The primary concern is the proposed extension and alignment onto the property of the Seattle Latvian Center, which could potentially limit or completely eliminate street access to the Center's parking lot, cutting off access by Center users and rendering it unusable. The church and center is a custom built and planned facility for the Seattle Latvian community which includes a church, full service kitchen, school rooms, library, and the main hall area which includes a stage. This structure is utilized by the Seattle Latvian, Estonian, and Lithuanian communities for religious functions, community events, family gatherings, birthdays, baptisms, confirmations, end of life ceremonies, and extended to the Seattle community through rental opportunities. Weekly usage of the center includes but is not limited to, church services, folk dance practices, choir rehearsals, Latvian school classes as well as other special interest groups.

The Seattle Latvian community is not only active within the city of Seattle, but also on a national and international level, most recently having taken part in the Latvian Song and Dance Festival in Riga, Latvia. Collectively, they have contributed to the culture of the city on a continuous basis at such events as the Folklife festival and the Baltic Rights of Spring performance at the Seattle Public Library. The American Latvian Association recently held their annual Congress meeting in Kent.

Having spent many years of my childhood at this center it is considered a second home and the growth place of my Latvian heritage. Many Saturdays were spent at the Latvian school learning about culture and language while my other friends watched Saturday cartoons. Sundays were the day for attending church and folk dance rehearsal, both which were and still are located at the center. I was baptized and confirmed at the center as were other Latvian community youth.

Loss of this center would be an irreparable setback for all involved communities. The current center was built after the first Seattle Latvian Center in Tacoma was claimed by Eminent Domain for an I-5 expansion project in the 1970s. The Latvian community would be hard pressed to repeat this relocation effort in the current economic, real estate climate.

The Link Light Rail system is a much needed improvement in the Seattle area and should be celebrated for connecting communities and improving Seattle's access to the areas many cultural, recreational, and business uses. This project should enhance, not threaten the existence of this sort of community center.

Please take the Seattle Latvian Center and Lutheran Church in to consideration as Sound Transit continues plans for its Lynnwood Link Extension and work with them to come to a solution that works for both parties.

Thank you,

Aldis Raisters

I-141-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ERIC RAISTERS
ADDRESS: 10507 64TH PL. W
CITY: MUKILTEO STATE: WA ZIP CODE: 98275
EMAIL ADDRESS: raisters@comcast.net
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-142-001

This comment is in regards to the Latvian Lutheran Church property. I am concerned that the headlights of the train, if the elevated option is chosen, will shine in the north & east facing windows during evening services. Since the trains will come every 4-10 minutes this means services will be disrupted 3-7 times. What are options to mitigate light "pollution" from the trains?



I-142-001

Additional discussion of headlight impacts of light rail trains has been added to the Final EIS, Section 4.5. For the Latvian Evangelical Lutheran Church, the orientation of the route is roughly parallel to and approximately 50 feet from the nearest building and the focus of headlights on the rails will limit the potential for headlights to shine directly into church windows. In addition, noise walls are currently planned between the light rail line and the church; see Appendix G Figure G-17 for a photosimulation of the Preferred Alternative, looking from the church grounds.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mrs. Vija RaudaADDRESS: 1741 NE 105th StCITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-143-001

It is not acceptable to me that any part of Latvian Lutheran Church property is taken by Sound Transit. The church and community center was built in 1970-71 by volunteers and donated money (no taxpayer funds!). My father, Alfreds Pajarnis, was one of the volunteers - workers with 400+ hours. My sons were christened, went to Latvian School and danced in Treidenmīlis (they dance at Folklife Festival, Seattle library events, Nordic Museum) for many years. Now their children are attending Latvian School and my niece is still dancing in Treidenmīlis. I have been active in church but even more in Embroidery group for last 20 years. We meet on Monday and Saturday every other week. Our ^{hand}work supports the Latvian Center. I go to the Latvian Church Community every week for some activity.



I-143-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A.

From: wyvonne ray <greenflowergoddess@comcast.net>
Sent: Sunday, August 25, 2013 4:35 PM
To: Iwata, Roger; Lynnwood Link DEIS
Cc: Tami Johnson; sonia glenn
Subject: Comments regarding August 20,2013 Northgate Community Meeting

Hello Mr. Roger Iwata,

My name is Wyvonne Ray. I live in the Northgate area and spoke with you at the Northgate Community Center August 20, 2013 to discuss the LLE project. My address is 12045 5th Avenue NE, Seattle Wa. 98125. During the discussion you mentioned that my home would be considered a "partial acquisition" versus a full acquisition.

I-144-001 | I have the following concerns and would like your feed back addressing my concerns at your earliest convenience:

1. A partial acquisition will not be an option due to the retaining wall being pushed-moved to close to my home, needing to remove my current garage structure and trees.

I-144-002 | 2. Increase noise and vibrations leading to Insomnia due to having the new LLE in place 24/7 in the Northgate area.

I-144-003 | 3. Devaluation of my current home and property. No one would be interested in buying a home this close to a light rail system. I would not be interested if I was a potential buyer.

I-144-004 | If you are interested in obtaining my home and property to complete the LLE, I would be open to discussing a "full acquisition" proposal.

Best Regards,

Wyvonne Ray
12045 5th Ave NE
Seattle WA 98125
206-679-9138

I-144-001

Thank you for your comment. Final determinations of the property needs for the project, including acquisitions (full or partial) and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects. Sound Transit is available to answer questions and provide additional information about the acquisition and relocation process, so please feel free to contact the Lynnwood Link Extension project outreach staff member, Roger Iwata at: roger.iwata@soundtransit.org.

I-144-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS. Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. Mitigation is also proposed to address vibration for your property, as discussed in the Noise and Vibration Technical Report, Chapter 5.

I-144-003

Section 4.3.4 of the Draft EIS acknowledges that some studies have documented decreased property values, particularly along a light rail route rather than in the vicinity of a station. Other studies have shown increases in the value of some properties on or near rail alignments. Negative impacts on property values would most likely occur when the light rail project results in noise and visual impacts noticeably greater than what currently exists. At your property, the alignment would be in a retained cut, which would lessen the potential for visual impacts. Noise impacts would be mitigated as described above.

I-144-004

Your preference for a full acquisition proposal has been noted. Please see the Final EIS for the current proposed list of potentially affected properties. However, Sound Transit will not finalize which properties will be full or partial acquisitions until final design, which is after the environmental review process is complete and after Sound Transit has selected the alternative to be built. Please contact Sound Transit for further discussion of your property.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike ReneS

ADDRESS: 11735 12th Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: mikereS@gmail.com

☐ Please sign me up for project email updates

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Comments

I-145-001

I wish only to express my support for a station at 130th
as defined by alternative the segment A alternatives A5, A7
A10, and A11. I believe that increasing access to the
link light rail will make it more rider and neighborhood friendly.
Thanks for bringing this kind of mass transit to Seattle!



I-145-001

Thank you for your comment stating your preference to have a light rail transit station at NE 130th Street, as represented in Alternatives A5, A7, A10, and A11.

From: Sonja Olson Feuerborn <sonjafire@gmail.com>
Sent: Friday, August 23, 2013 9:58 PM
To: Lynnwood Link DEIS
Subject: Support to save the Latvian Community Center

Hello,

I-146-001

I wanted to add my voice to urge you to consider alternate routes for the Sound Transit light rail Lynnwood extension that would preserve the Latvian Lutheran Church and community center. This building has been a part of my and my family's lives for decades, and has served as a link for Latvian Americans in Seattle and the entire West Coast. I went to church, Latvian Saturday school, and had my wedding reception in that building. My children now go to Latvian school in that building to preserve our family language and traditions and we often attend the church services. This building is so meaningful to so many people, and it continues to thrive and provide a space where a cultural group is able to keep family & cultural traditions alive. It is also a church, place of worship, and school. It also serves as an essential location that brings together Estonian and Lithuanian families who live in this area. My grandmother's generation, who came to this country in exile, worked SO HARD to build this building and community in order to preserve their traditions and language, and it is working. It would absolutely not be right to take that away.

I also absolutely love the fact that more public transportation is being built and certainly do not think this project should not happen, just that it needs to be done so that important cultural sites that have such meaning to such a large community are not impacted.

Thank you!

Sonja Olson
Seattle, WA

I-146-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Michael / Wen-Mei Rhynard
 ADDRESS: 20220 52nd Ave - W
 CITY: Lynnwood STATE: WA ZIP CODE: 98036
 EMAIL ADDRESS: m.rhynard@juno.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

p.s. I (we) like C3 the best.

I-147-001

I-147-002

Comments

Where I live the address shows my house is (orange color) severe noise impact Requiring mitigation after the rail is finish and we find the noise is to high for us. I understand we might able to have extra insulation to help with the noise. But how about summer time. We have our windows open. deck sliding door open all the time during summer and other times. cause I like my house have air flow. that means insulation in summer while not help with the noise. Do you have other option for us? or we have to suffer with the noise during the summer time??
 Thank you for your time.

I-147-003

We I am not against the light rail. I believe will help with the traffic. and hope the environment around the transit will be more beautiful. Not row-we move and put more green.



I-147-001

Thank you for your comment stating your preference for Alternative C3.

I-147-002

The Preferred Alternative evaluated in the Final EIS is a modified version of Alternative C3, which would not be located near your residence. If Alternative C1 or C2 were constructed, there would be a noise wall along the entire elevated structure from I-5 to the Lynnwood Transit Center Station, so your residence would be protected from noise by noise walls.

I-147-003

Thank you for the support. Sound Transit appreciates your comments.

From: Valdis Riekstins <valdis_riekstins@bd.com>
Sent: Friday, August 23, 2013 2:41 PM
To: Lynnwood Link DEIS
Subject: PLEASE SAVE THE LATVIAN CENTER!
Attachments: ST_Expansion.pdf

August 23, 2013

From:
Valdis J. Riekstins
14513 NE 178th PL
Woodinville, WA 98072
(206) 313-4874
valdisr@gmail.com

To:
Sound Transit
Draft EIS Comments
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104
LynnwoodLinkDEIS@soundtransit.org

Re:
PLEASE SAVE THE LATVIAN CENTER!!

Dear Sir or Madam:

I-148-001

I am writing today to express my concerns over the planned light rail extension to Lynnwood... specifically how this project is going to impact our community's church and cultural center next to I-5 near 117th and 3rd. This building is a HUB to our community – a landmark and monument to an immigrant community who designed, financed, and built it themselves, and it is imperative that it be allowed to continue its function as it is, where it is.

I am a member of the local Latvian-American community. I was born in Edmonds, WA. I represent the second generation of my family to be born outside of Latvia.

My grandparents were forced to flee Latvia during the Second World War when Soviet Russia invaded the Baltics for the second and final time of that conflict. Like so many in their generation, they fled to Germany to await paperwork to immigrate to a new land to seek a better life for their families.

I-148-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A.

With little-to-nothing to their names they finally arrived in America and began to start a new life, from scratch. Through hard, honest work and an incredible community of other Latvians joining together, they not only survived but thrived, and in the 1950's the community purchased a church. Not 10 years later the city claimed this church as eminent domain, and our community again came together to start from scratch.

On a new piece of land the Latvian community together designed, financed, and constructed the Latvian Lutheran Evangelical Church and Community Center as we know it today. This building may be listed as a "church" in Sound Transit documentation... but it is so incredibly much more to the communities it serves.

This building is the HUB of not only the Latvian, but also the local Estonian and Lithuanian communities with reach as far away as Alaska, California, and well into central US and Canada. This building has been the home of the Seattle Latvian School for over 50 years... a school I myself attended as a child and where my children will be returning in September to continue their studies. This building has been the rehearsal and performance space for the local Latvian folkdance group "Trejeksneitis" for just as long... a folkdance group where my parents met and fell in love, and also where my wife and I danced when we were younger. The Latvian Center acts as the official polling place for Latvian, Lithuanian, and Estonian elections to serve citizens of those countries who reside in our region. The Center also hosts countless academic society functions, weekly choir rehearsals, community weddings and celebrations, art exhibits, musical performances, plays... the list goes on and on. The presence of this center has also been instrumental in the establishment and perseverance of the Baltic Studies program at the University of Washington, and is a meeting place and home to many Baltic organizations with charitable missions both domestic and abroad.

And yes, it is also a church which offers services regularly in the native languages of Latvia, Lithuania, and Estonia. A church where my father and I both were confirmed, the church where I was christened, the church where I have seen countless friends and family wed, and the church where I've bid a final farewell to several others.

It is imperative that this building face minimal impact from the Sound Transit expansion to Lynnwood... both during construction and after completion. Elimination of the Latvian Center for Sound Transit expansion CAN NOT be considered in your construction plans. The loss to our communities would be completely devastating.

This building is priceless to our communities, and it just CAN NOT be replaced or substituted or adequately compensated for!

I implore the decision-makers at Sound Transit...

PLEASE PRESERVE THE LATVIAN CENTER!

Thank you for your time and consideration.

Sincerely,

2

Valdis J. Riekstins
(206) 313-4874
valdisr@gmail.com

Valdis J. Riekstins
Staff Electrical & Firmware Engineer



BD Cytopeia: Advanced Cytometry Group
12730 28th Ave NE, Seattle, WA 98125 USA

Office: (206) 364-3400 x27; Fax: (206) 364-3460
Mobile: (206) 313-4874 (emergency use only please)

Email: Valdis_Riekstins@bd.com
Website: www.BD.com



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Corporate Headquarters Mailing Address: BD (Becton, Dickinson and Company) 1
Becton Drive Franklin Lakes, NJ 07417 U.S.A.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Valdis J. Riekstins

ADDRESS: 14513 NE 178th PL

CITY: Woodinville STATE: WA ZIP CODE: 98072

EMAIL ADDRESS: valdisr@gmail.com

☒ Please sign me up for project email updates

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Comments

I-149-001

I am extremely concerned about the impact this ST extension project will have on the Latvian church & community center near 117th & 3rd.

This building is a living landmark to the community that designed, financed, and built this structure. It serves our community as so much more than just a house of religion. It is the HUB of our baltic communities here in the pacific NW.

Any impact the extension project will have on our center must be minimized!

over →



I-149-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods.



Lynnwood Link Extension

Submit your comments by September 23, 2013

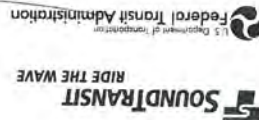
Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

I-149-001

PRESERVE OUR LATVIAN CENTER! IT IS
PRICELESS TO OUR COMMUNITY — ITS
ELIMINATION CAN NOT BE A CONSIDERATION
IN YOUR EXPANSION PLANS!!



TO SUBMIT YOUR COMMENT BY MAIL:
Fold this page and seal with tape, stamp
and mail to address provided.

Thank you
for your input!

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

PLACE
STAMP
HERE

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: John Rebenis

ADDRESS: 14502 25th Ave. SE

CITY: Mill Creek STATE: WA ZIP CODE: 98012

EMAIL ADDRESS: J.Rebenis@yahoo.com

☐ Please sign me up for project email updates

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I-150-001

Comments

I support Light Rail. I work for HMM on the U-Link project. I am Latvian. I helped build the Latvian church and Community Center. We lost our first community center to City of Seattle for a park. This center is the cultural hub for the Baltic community. It is used by many people for various functions through out the year. I believe we are adaptable. We can live with change. We do not want to lose our gathering place. We do not want to lose our constant. Please make it happen.

 **SOUNDTRANSIT**
RIDE THE WAVE

I-150-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A.

TO WHOM IT MAY CONCERN;

I-151-001

PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

A handwritten signature in black ink, appearing to read "C. J. Roloff". The signature is written in a cursive, flowing style.

I-151-001

Thank you for your comment stating your preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-152-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

A handwritten signature in cursive script, appearing to read "C. M. Roberts".

I-152-001

Thank you for your comment stating a preference for Alternative C1.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Pam & Ric Rozum
 ADDRESS: 336 NE 148th St.
 CITY: Shoreline STATE: WA ZIP CODE: 98155
 EMAIL ADDRESS: prozum@comcast.net
☐ Please sign me up for project email updates.

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Comments

I-153-001

Where our house is located, we are concerned that the value of our home will be greatly depreciated by either option 1 or option 2 of the station choice at NE 145th St. This same concern exists relative to the link line going through our neighborhood. Other concerns are

I-153-002

with a parking structure across the street, we would have more:
 - cars in & out of the garage (in Option 1 directly across our driveway)
 * lights in our windows all the time
 * traffic (500-650 movements twice a day)
 * privacy
 * pedestrians increase
 * bicycles
 * exhaust emissions
 * litter
 * crime
 * security
 * homeless people

I-153-003

- noise from the station signals 20 hrs/day
 - relocated ramp would move noise from accelerating traffic on on ramp

I'm sure we have many more concerns but our biggest is the devaluation of our property value



I-153-001

As discussed in Section 4.3.4 of the Draft EIS, improved transit access along with other amenities such as street improvements, including sidewalks and landscaping can positively affect the convenience, visibility, and desirability of surrounding residential properties. Sounds walls needed for the light rail project also have the potential to lower traffic noise from I-5 in the area. The discussion cites research showing that station areas can see increases in property values, but it also notes other factors such as general neighborhood conditions, overall market forces, and local government planning policies as also being important determiners of value. However, the Preferred Alternative features Alternative 3 Option 2 for the NE 145th Street Station parking garage, which would place the parking garage one block south of NE 148th Street.

I-153-002

Sound Transit works with local jurisdictions during final design of stations and park-and-ride garages to integrate them into the surrounding neighborhood and alleviate/minimize their adverse impacts. As noted above, the project would include street and sidewalk improvements, landscaping, lighting, and other amenities. Visual effects are discussed in Section 4.5, with mitigation described in Section 4.5.6. The project features intersection and street improvements to help alleviate congestion, as discussed in Chapter 3, Section 3.2.4. The potential for safety and security impacts is addressed in Section 4.14 and emissions are addressed in Section 4.6, but no adverse impacts are anticipated. There would be increased activity in the station area, including pedestrians and bicyclists, but increased levels of activity can have a positive effect on safety and security. Sound Transit also would maintain the stations to be clean and sanitary, with active surveillance systems that include security personnel and coordination with local police, fire, and other emergency service providers.

I-153-003

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike G SanchezADDRESS: 18323 8ave NECITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

- I-154-001** at 185th the parking is not going to keep up with demand. I lived in Calif. and have seen the chaos around the stations with cars parked for blocks around on the once quiet residential streets. I feel my property
- I-154-002** value will drop because of this parking with the homeowners being very unhappy with the cars flooding once quiet streets. Also my
- I-154-003** back yard faces west and I don't really want to see trains going by every 10 minutes
- I-154-004** will the city have to set up parking zones for residents or is street parking gone for us?

**I-154-001**

See Section 3.6.7 for mitigation measures to address the potential for spillover parking in neighborhoods.

I-154-002

Section 4.3.4 describes the potential effects of the project on property values. The discussion cites research showing that station areas can see increases in property values, but it also notes other factors such as general neighborhood conditions, overall market forces, and local government planning policies as also being important determiners of value. Improved transit access at the station, along with other amenities, such as street improvements, including sidewalks and landscaping, can positively affect the convenience, visibility, and desirability of surrounding residential properties. Noise walls needed for the light rail project also have the potential to lower traffic noise from I-5 in the area.

I-154-003

Sound Transit acknowledges your concern about seeing trains pass by your backyard. In this location, the alignment of the light rail is just east of I-5 some distance from your home. Also, there would be noise walls along this section of the alignment, which would shield the passing train from residences on the east side of the alignment.

Text has been added to Section 4.5 in the Final EIS describing the visual effects of trains passing periodically.

I-154-004

The City could consider parking zones or other measures as described in Section 3.6.7 of the Final EIS.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Scarpelli

ADDRESS: 1021 N.E. 185th St.

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-155-001

Proposal N.E. 185th St. Station - Option 1 appears to be the most efficient option because it has the least impact on the neighborhood while it meets the objectives of a 500 space parking garage and an at grade station which will reduce noise & sight impact.

My family as well as a majority of our neighbors prefer the N.E. 185th St. Station - Option 1.

Thank you.

 **SOUNDTRANSIT**
RIDE THE WAVE

I-155-001

Thank you for your comment stating your preference for the Option 1 layout for the proposed light rail transit station at NE 185th Street.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Robert D. Schmidt

ADDRESS: 18330 5th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98151

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-156-001

my vote is for overground rail
not ground level- lived in this house for
36 years - wife has "MS" house is handicap
ready we need to stop- Thank you!



I-156-001

Thank you for your comment stating a preference for elevated rail as opposed to ground-level. Sound Transit recognizes your concern for maintaining your current residential location, with its specific handicap renovations. The Final EIS identifies properties affected by potential acquisitions in Appendix I-4.1. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects, and this includes a commitment to provide replacement structures in a manner consistent with state and federal law. This policy has been successfully implemented on several of the Link lines already. While Sound Transit will endeavor to relocate displaced parties in the same neighborhood or area, the work is done in consultation with the displaced parties, who may or may not choose to stay in the same area. They will, however, be placed in structures that remain affordable to and compatible with them; this effort includes interviews with the affected parties to help determine affordability and compatibility, as well as compensation and assistance programs that meet individualized needs and ensures safe and sanitary structures.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Tan Scott

ADDRESS: 18809 10th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: inando999@gmail.com

☒ Please sign me up for project email updates

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Comments

I-157-001

I am concerned about the parking lots around the proposed 185th St Station. I would prefer the SCL right-of-way remain a green space. Building a parking lot west of I-5 (option 1?) would create long range opportunities to build a Lid over I-5 potentially reducing noise and increase opportunities for walkable space and unique neighborhoods character.

Please introduce neighborhood parking permits so local ~~res~~ residents can have a place to park on the street or receive guests.



I-157-001

Thank you for stating your preference for the garage site in 185th Street Station Option 1. The Preferred Alternative features a parking garage west of the station at NE 185th Street. See Section 3.6.7 for Sound Transit's proposed mitigation approach to address potential parking impacts on neighborhood streets.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Luis Sobares

ADDRESS: 15619 1st Av. NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: lsobares@AOL.com

☐ Please sign me up for project email updates

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Comments

I-158-001

I am not a technician, but I would take into account the impact on properties. One of the alternatives shown to me was to install station on 145th, my opinion is that this will minimize the impact.

But I appreciated the construction of something that we really need.



I-158-001

Thank you for your comment about the 145th Street Station, and for indicating your support for the project. Final determinations of the property needs for the project, including acquisitions and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Minimization of acquisitions, displacements, and relocations is a priority for Sound Transit.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Sigrid Strom

ADDRESS: 1404 N.E. 145th

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-159-001

Prefer 145th over 155th - would on

Shoreline subarea plan for 2 years, where
we addressed issues of 145th - it
needs to be addressed no matter what in
terms of current issues - 155th is
currently a stable residential area - why
disrupt it??

also would have preferred 205th over
mid-Mountlake Terrace station -
just seems more sensible



I-159-001

Thank you for your comment stating your preference in Segment A for a light rail transit station at NE 145th Street and not at NE 155th Street. The Mountlake Terrace Transit Center Station maximizes previous infrastructure investments that anticipated light rail serving the area.



Lynnwood Link Extension

Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

Thank you
for your input!

TO SUBMIT YOUR COMMENT BY MAIL:
Fold this page and seal with tape, stamp
and mail to address provided.



Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

PLACE
STAMP
HERE

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Cathy Summer

ADDRESS: 18060 9th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: summercat@comcast.net

☐ Please sign me up for project email updates

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Comments

I-160-001

I am very concerned about traffic and parking in the neighborhood during construction and after. 185th is busy enough now and will only get worse. More cars, more people - a big impact on the surrounding streets. Are we going the way of neighborhood parking stickers zone parking - like in Seattle?



I-160-001

Your comment regarding traffic and parking impact concerns is noted. Although special parking management strategies will be selected by local jurisdictions, Sound Transit identifies potential measures to mitigate potential parking impacts in neighborhoods in Section 3.6.7; measures could include neighborhood parking restrictions but would ultimately be decided through a city-managed process. For an updated assessment of operational traffic impacts and associated improvements, please see Section 3.2.4. See Section 3.3 for construction impacts, and 3.6.9 for construction period mitigation.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: WILL THOMSEN

ADDRESS: _____

CITY: SNOWHOMISH STATE: WA ZIP CODE: 98290

EMAIL ADDRESS: WILL.THOMSEN@GMAIL.COM

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

RECENT GRADUATE FROM UNO IN EUGENE.

EUGENE HAS WONDERFUL PUBLIC TRANSIT.

I MISS PUBLIC TRANSIT IN SNOWHOMISH/EVERTT/SEATTLE.

KEEP PUSHING NORTH WE NEED THE LIGHT RAIL.

I WILL ALWAYS USE PUBLIC TRANSIT IF IT IS

AN ALTERNATIVE TO DRIVING OR WALKING.



I-161-001

Thank you for your comments. Sound Transit appreciates your support.

I-161-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Kara Transen

ADDRESS: 1603 NW 198th St

CITY: Shoreline STATE: WA ZIP CODE: 98177

EMAIL ADDRESS: kara.transen@gmail.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-162-001

Provide seperated bicycle lanes + cycle tracks
better options for bike storage at transit centers
and roads leading to the transit centers.



I-162-001

The Preferred Alternative has been developed with further details on bicycle lanes and related facilities; please see Chapter 2, Section 2.4 for more detail on these features for the Preferred Alternative and other alternatives.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: JANELLE TURNER

ADDRESS: _____

CITY: SHORELINE STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: turnerj1900@hotmail.com

☒ Please sign me up for project email updates

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Comments

I-163-001

MORE PARKING NEEDS TO BE AVAILABLE AT
AT PARK-N-RIDES - PRESENT & FUTURE
MOUNTLAKE TERRACE, LYNNWOOD, ASHWAY

MOST LOTS ARE FULL BY 8 30 AM



I-163-001

Thank you for your input. The alternatives under consideration provide additional parking for transit users compared to today. They were sized based on estimates of demand, which also account for an increased demand for travel using other modes to reach stations, including connecting transit. This also reflects Sound Transit Board direction, consistent with their adopted System Access Policy.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDRIS VIRSNIEKS
 ADDRESS: 7111 LINDEN AVE N# 202
 CITY: Seattle STATE: WA ZIP CODE: 98103
 EMAIL ADDRESS: ANDRISVIRSNIEKS@YAHOO.COM
☐ Please sign me up for project email updates

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Comments

I-164-001

The habrian lutheran Church and
 Community Center has been a
 religious and cultural resource
 for well over fifty years.
 It must not be lost!



I-164-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: EGILS VIRSNIEKS
ADDRESS: 5810 COWEN PL NE APT. 211
CITY: SEATTLE STATE: WA ZIP CODE: 98105
EMAIL ADDRESS: lat.aguilas@yahoo.com

☐ Please sign me up for project email updates

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Comments

I HAVE BEEN A MEMBER OF THE
LATVIAN COMMUNITY AND EVANGELICAL LUTHERAN CHURCH
FOR FIFTY YEARS, AND HAVE BEEN ATTENDING
CHURCH AND COMMUNITY EVENTS DURING THIS
TIME AS I GROW OLDER THE NEED FOR
OUR COMMUNITY AND CHURCH HAS INTENSIFIED, AS
I HAVE COME TO RELY ON IT AS A WAY
OF MAINTAINING MY CULTURAL AND
SPIRITUAL TIES.

A LOSS OF THIS FACILITY SIMPLY WOULD
BE A DEVASTATING EVENT AND LEAVE A LARGE
GAP IN MY SOCIAL LIFE. THIS SIMPLY IS
UNACCEPTABLE



I-165-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-165-001

Lynnwood Link Extension



Draft EIS Comment Form

Submit your comments by September 23, 2013



Summer 2013

NAME: Marisa Way Rogainis

ADDRESS: 11535 Corliss Ave N

CITY: Seattle STATE: WA ZIP CODE: 98133

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-166-001

~~After~~ During and after WWII Latvians were prevented from and prosecuted for celebrating their heritage, speaking their language and maintaining their national identity. For those Latvians that fled the country for Displaced Persons refugee camps in Germany and later for countries such as the US that would accept them, preserving language and cultural heritage became very important. Continuing to do so remains important to us and we have to have a place to come together. The threat to our church/hall hits close to home and reactivates old fears around losing track of who we are. Eliminating our building or cutting off access is an unacceptable product of the Lynnwood Extension



I-166-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Marisa Way-Rogainis
 ADDRESS: 11535 Corliss Ave N
 CITY: Seattle STATE: WA ZIP CODE: 98133
 EMAIL ADDRESS: marisa.wayrogainis@gmail.com
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-167-001

The Latvian Lutheran Evangelical Church and Community Center is ~~a~~ the center for Baltic activities in Seattle, Washington and the Northwest. It is also part of a larger network of Latvian Churches and Centers in the United States. We cannot function as a community without this facility. Elimination of the property is unacceptable and interference, during construction, with our cultural and religious activities would also be damaging to our community. Our cultural identity must be considered and respected as Sound Transit plans for the Lynnwood Link Extension.



I-167-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: David C. WILLIAMSON
 ADDRESS: 4900-200th Street Southwest Apt. E205
 CITY: Lynnwood STATE: WA ZIP CODE: 98036-6362
 EMAIL ADDRESS: dcw481@yahoo.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

- I-168-001** Comments LYNNWOOD (C1, C2, C3) TO FINAL STATEMENT:
 ADD a Earthquake / Engineering Designs especially in wetlands
- I-168-002** o Noise Issues especially on curves (C1) Plus wear & tear
 on the rails better solved by keeping line fairly STRAIGHT (C3)
- I-168-003** o Wildlife Habitat - need less LOSS (C-3) Best
- I-168-004** o Residences Loss (C-1) 77 units / (C-2) 3 units / (C-3) 0
 o Business Dislocation (C-1) 33 / (C-2) 2 / (C-3) 1
- I-168-005** o Photographs AT KEY LOCATIONS TO FINAL STATEMENT
- I-168-006** o Tree Buffer for Noise IMPORTANT DESIGN
 PERSONAL: WALK THE ROUTE: PERSONAL KNOWLEDGE
- I-168-007** DETAIL MAPS & DESIGN similar aerial overhead map
 displayed and ADD key land marks USE: Before & After
 ILLUSTRATIONS AT LOCATIONS
- I-168-008** PREFER: C-3 Less Impact Residents, Business, Wildlife
 and Wear & Tear On Line. Besides I LIVE HERE! (C-1)



I-168-001

The Draft EIS and Final EIS include a summary of the geologic hazards that have been identified in the project areas. The project design will address identified geologic hazards (including hazards from wetland soils at Scriber Creek), and will include earthquake engineering in accordance with applicable building codes. The earthquake engineering includes evaluations of and design for ground shaking, liquefaction, lateral spread, liquefaction-induced settlement, and seismically-induced slope instability. See Section 4.11 of the Final EIS, and Appendix I-4.11 for further details.

I-168-002

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Wheel squeal only occurs on tight radius curves, not on a tangent track, like the ones along this segment of the corridor. For areas with tight radius curves, trackside lubrication will be used to mitigate wheel squeal. See Section 4.8 of the Final EIS for further details.

I-168-003

This project will abide by all applicable federal, state, and local environmental laws and regulations. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects.

I-168-004

Sound Transit notes your comments regarding potential acquisitions related to the alternatives in Segment C. Since the publication of the Draft EIS, Sound Transit has modified some of the alternatives and has

identified a Preferred Alternative, which has no residential displacements in Lynnwood but still displaces several businesses.

I-168-005

Photographs at key locations together with visual simulations of alternatives have been provided in Appendix G to the Draft EIS. These include 45 locations chosen to illustrate typical design features and impacts as well as specific features where potential visual impacts are high.

I-168-006

Foliage, if dense, can provide slight reductions in noise levels. The FTA and FHWA provides for up to a 3 dBA reduction in transportation noise for locations with at least 100 feet of dense foliage that contains leaves year around. Because of the varying foliage in the project area, no reduction for foliage will be used in the analysis. Also, a 3 dB reduction in noise level is barely perceptible to most people, so foliage in virtually all areas of this project corridor will have little overall effect on light rail nor traffic noise.

I-168-007

Appendix F provides conceptual designs with more detail/scale. The EIS maps are designed to assist readers in identifying areas with potential impacts; depending on the topic (i.e., neighborhoods or parks), more detail is shown.

I-168-008

Thank you for your comment stating your preference for Alternative C3.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Ken Winnick
 ADDRESS: 15307 - 15th Ave NE #6
 CITY: Shoreline STATE: WA ZIP CODE: 98155
 EMAIL ADDRESS: kbwinnick@gmail.com
☐ Please sign me up for project email updates

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Comments

I-169-001

~~Strongly~~ Strongly favor (130th + 155th) vs 145th
 Station locations for the following reasons:

Benefits of 155 th	Negatives of 145 th
<p>① Excellent tie-in with City of Shoreline development on 99 & 155th - especially bike access from 99 to 155</p> <p>② A slower paced area, but still close enough. Feeder bus would work very well - and the younger generation will be looking for feeder buses - not a parking space.</p>	<p>① 145th is extremely busy thoroughway. No-one will ever walk or ride a bike on 145th. Too much noise and pollution. Very ugly</p> <p>② Gigantic traffic jams every single day at 145th & I-5. Would kill feeder bus access.</p>



I-169-001

Thank you for your comment stating your strong preference for a light rail transit station at NE 130th Street and NE 155th Street and the reasons why you support these stations over one at NE 145th Street.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Miu Sam Wong

ADDRESS: 111 N.E. 157th Street

CITY: Shoreline STATE: WA ZIP CODE: 98147

EMAIL ADDRESS: AMYUWUWIC@Juno.com

☒ Please sign me up for project email updates

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Comments

I-170-001

① I Want to be informed if NE 145th Street OR NE 155th Street be selected as a station when a decision had make.

② How is the station be build? ^{Will it be} ~~to~~ elevated or not?

I-170-002

③ Do NE 157 Street has ~~any~~ Sound Wall or Retainer Wall built?



I-170-001

Thank you for your comment stating your interest in the construction of light rail transit stations at either NE 145th Street or NE 155th Street. Stations at both of these locations, including two layout options at NE 145th Street, would be elevated to go over either the northbound I-5 on-ramp or NE 155th Street. A final decision by the Sound Transit Board will be made following the publication of the Final EIS. Chapter 2 provides an overview of construction, but details of construction methods will depend on the final design and the contractor's approach.

I-170-002

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing WSDOT noise walls removed as part of the project will be replaced.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Beth Wwley

ADDRESS: 4228-188th Pl. SW

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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Comments

I-171-001

I am looking forward to light rail extending from Lynnwood to Seattle - and north to Everett.

Understanding that some property owners will be impacted no matter which alternative is selected, C3 - the station closest to I-5 and with the least impact on the community resources/home crossed by C1 & C2 - is my preference. Keeping the route as streamlined as possible makes the most sense to me.

Thank you for moving this forward, whatever the solution.



I-171-001

Thank you for your comment stating your overall support of the Lynnwood Link Extension project and the proposal to ultimately extend the light rail system to Everett. Sound Transit also thanks you for stating your preference for Alternative C3.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDY ZAMELIS

ADDRESS: LATVIAN LUTHERAN CHURCH

CITY: SEATTLE STATE: _____ ZIP CODE: 98125

EMAIL ADDRESS: azamelis@gmail.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-172-001

WHEN THE ~~TR~~ AIRPORT TRAIN PASSES, IT MAKES
A HIGH-PITCHED SOUND IN MY 2009 CAR RADIO.
I AM CONCERNED ABOUT A SIMILAR SOUND
OR OTHER INTERFERENCE
IN OUR CHURCH SOUND SYSTEM OR OTHER
ELECTRONIC EQUIPMENT ~~AND~~ SUCH AS WI-FI
IN THE BUILDING.



I-172-001

Some people have reported brief interference with their car radios as the light rail train passes, but this is not a common occurrence for light rail systems. WiFi interference would not be a problem because the frequencies are different.

August 23, 2013

TO: SOUND TRANSIT
DRAFT EIS COMMENTS c/o LAUREN SWIFT
401 SOUTH JACKSON STREET
SEATTLE WA 98104

I-173-001

I attended the open house at Northgate Community Center August 21 and spoke on the Lynnwood Link Extension EIS.

I received a copy of the Summary DEIS which had some cost information in it after I spoke. The eight page handout at the sign-in desk had none.

I-173-002


Basically, my comments were that rail transit should not require a car to use and that stations should be at transit hubs and major destinations with minimum walking required—unlike the airport station which is as far away as possible from the terminal (on the far side of the parking garage).

Parking garages should be minimized, allocated to the highway budget not the rail budget. It looks like the garages cut the rail by 50%. Handicapped, young, elderly and poor need public transit. Tax dollars and debt should be used to make the system usable without a car.

I-173-003

See the CCC process that regional government was supposed to use coordinate all transportation and utility spending. The Bogue Plan of Seattle (1911) did that and the History of the Port of Seattle by Burke and Seattle Citizens Against Freeways by Tunks told how it was done since then. Excerpts from the two books are attached.

Hopefully the oil/asphalt/war conspiracy (HARPERS FEB. 1981) will be defeated so that we do not continue to use 4x our share of the planet's resources wasting 1/2 just commuting to work in major urban areas (that is why Senator Magnuson put Withdrawal and Substitution in DOT law—used by Oregon to get 18 miles of rail for 1/10 of what WA taxpayers will pay because our elected officials refused to allow a vote on it.


Barbara Zepeda
308E Republican #708
Seattle WA 98102
206-324-8571

I-173-001

The public meeting handouts were intended as an overview of the project as were the displays. Sound Transit thanks you for taking the time to comment to the Draft EIS based on your receipt of the Summary Draft EIS.

I-173-002

The stations are planned to serve patrons using a variety of modes, with the majority of passengers expected to arrive by modes other than driving. However, the parking supplies considered reflect estimated demand and help park-and-ride spaces provide access to light rail for areas transitioning from suburban to urban densities. Sound Transit's System Access Policy is targeted to balance auto access needs, transit, and pedestrian and bicycles.

I-173-003

Your opinions are noted. Sound Transit remains committed to an open public process for project decisionmaking, and funding for the Lynnwood Link project was approved by voters in 2008.



The Port of Seattle's first Commissioners. From left, H.M. Chittenden, C.E. Remsberg and Robert Bridges.



Port Commissioners of 1976 pictured at a regular Commission meeting. From left, Jack Block, Henry L. Kotkins, Merle D. Adlum, Henry T. Simonson and Paul S. Friedlander.

HISTORY OF THE PORT OF SEATTLE BY PADRIC BURKE
1976 PUBLISHED BY THE PORT OF SEATTLE, PO BOX 1209, 98111

of King County would decide to create themselves into the Port of Seattle.³⁰

Prior to this election there was an important matter that had to be decided—who would run for positions of commissioners. The Seattle Harbor Commission and the Seattle Commercial Club, as well as other parties that were sympathetic to the public port movement, realized that the utmost care had to be exercised in the selection of those men who would run as the Port's first commissioners.* The special committee that Scott Calhoun was chairing for the Seattle Commercial Club, that had circulated petitions to put the Port of Seattle issue on the September ballot, acted as a screening committee for the selection of nominees to the Commission. As might be expected, those very groups that had worked so hard to defeat the public port legislation, i.e., the railroad and wharf interests, tried to place their own representatives on the ballot. Their strategy was apparent to almost everyone—they wanted to be certain that no port commission would carry out the mandate that the legislature had granted it, and put public interests ahead of private interest.³¹

Fortunately for the Port of Seattle, they failed, and generally the men that were nominated by the special committee of the Commercial Club and subsequently elected by the people of King County proved to be men of talent with a strong commitment to public service. The first man selected, and almost unanimously at that, was General Chittenden—the designer of the Lake Washington Canal. Chittenden, although paralyzed from the waist down proved to be almost tireless in his work for the Port in the brief years that were left to him. Chittenden was not only a brilliant engineer and an exceptionally learned man, but he also possessed a reputation throughout King County and most of the state for integrity and judgment—a reputation that was put to good advantage when the Port had to stand

almost alone against occasionally hysterical critics throughout its first few years.

The second nominee that the Commercial Club put forward for one of the positions of Port Commissioner was by far the most controversial one, the former Populist Robert Bridges. Bridges had come to the U.S. from Ayershire, Scotland. It was in Scotland that he first experienced the inhuman working conditions that he was to campaign against the rest of his life. At the age of nine, according to Bridges' boast, he led his first strike when he headed a group of coal miners in a strike for better working conditions. When he arrived in King County in 1887, he went to work in the coal mines of south King County and became a union organizer. After working in the coal mines during the day, he taught himself how to read and write in the evenings and soon became an active force in various reform movements throughout the state.

Well-schooled in what the *Seattle Star* would call "The University of Hard Knocks," Bridges entered politics in 1896. In that year, after refusing a railroad pass and walking from Seattle to Ellensburg, he became the Fusion candidate for State Land Commissioner and was easily elected as the Populists swept the state. One of his first acts as Land Commissioner was to severely attack the Second Harbor Lines Commission for their giveaway of much of Seattle's valuable tidelands to the private dock and wharf owners.³²

Looking more like a longshoreman than a port commissioner, Bridges stood six feet tall, with a great bony, broad face that seemed to wear a perpetual snarl, as it looked out from under a closely cropped head of hair that appeared to have been trimmed by an unsteady barber wielding a pair of hedge trimmers. The belligerent appearance of his looks was matched by an equally antagonistic personality and he never hesitated to attack what he termed simply "the interests" or the "kept press." He remained a controversial figure all his life. But even Bridges' enemies, who were numerous, gave him a certain grudging respect. Soon after Bridges was nominated by the screening committee, the *Town Crier*, the unofficial

*Section Two of the Port District Act provided that any qualified voter could run for one of the three positions available after he had secured the signatures of 100 qualified voters on a nominating petition.

organ of the Chamber of Commerce, anticipating Bridges' domination of the Port Commission, warned its readers that his election would undoubtedly destroy the "usefulness" of the Port Commission—a fateful prediction that was, to the *Town Crier's* horror, soon realized.³³

The third nominee, C.E. Remsberg, was something of a mystery and a bit of a "wheeler-dealer." Nominally a Republican and chosen to balance the ticket between the supposedly neutral Chittenden and the Populist Bridges, Remsberg had come to Seattle shortly after the fire of 1889. Intending to only visit the city before returning to Virginia, he sensed that there were greater business opportunities in Seattle, and he decided to stay on. After investing two years' work in writing *The Revised Statutes and Codes of the State of Washington* and finding little demand for the book, he turned to real estate speculation in the northern part of the city. He had been a Justice of the Peace briefly from 1890-95, and was the manager of a small bank in the Fremont section of Seattle. He was, despite these ties, philosophically committed to the idea of municipal ownership and in some ways would prove himself as politically radical as Bridges.³⁴

The actual decision by the voters of King County on September 5, 1911, to create a municipal corporation to be known as the Port of Seattle, was a fairly easy affair. The future Port had the support, in varying degrees of intensity, of every major newspaper in the city. The only groups that opposed it were the private dock and wharf owners. Even Colonel Blethen's *Seattle Times*, which tended to look on any mention of municipal ownership as something akin to a radical Wobbly plot, gave the proposal a limited degree of support. With such support the election proved to be a rather one-sided event and the Port of Seattle was created by a margin of more than three to one (13,771 to 4,538). The race for the three commissioner positions was equally one-sided, with Bridges, Chittenden and Remsberg easily defeating their opponents. But before the Port Commission could even begin to draw up a comprehensive plan

the opponents of municipal ownership were actively engaged in trying to reduce the Port to little more than a welfare agency for the private dock owners. Behind the Port were the long years of bitter struggle, while ahead of it lay, not a respite, but almost ceaseless controversy to maintain the very fabric of a public port.³⁵

NOTES

¹Norman H. Clark, *Mill Town: A Social History of Everett, Washington: Its Earliest Beginnings on the Shore of Puget Sound to the Tragic and Infamous Event Known as the Everett Massacre* (Seattle, 1970), pp. 28-29.

²Edwin T. Coman, Jr. and Helen M. Gibbs, *Time, Tide and Timber: A Century of Pope and Talbot* (New York, 1949), pp. 77-79 and pp. 220-224.

³Clark, pp. 28-42.

⁴Morgan, pp. 166-170.

⁵Clark, pp. 101-102.

⁶Nesbit, 247-48.

⁷Robert Donald Saltvig, *The Progressive Movement in Washington*, (unpublished Ph.D. Dissertation, University of Washington, 1966), p. 37.

⁸*Seattle Star*, Nov. 5, 1905.

⁹Biographical sketch drawn from *Cotterill Papers*, University of Washington Archives.

¹⁰Saltvig, p. 92.

¹¹*Ibid.*, p. 93.

¹²*Ibid.*, p. 95.

¹³Saltvig, pp. 105-105.

¹⁴*Seattle Post-Intelligencer*, Jan. 1, 1895.

¹⁵Hynding, p. 256.

¹⁶Hamilton Higday, "Notes Towards a History of the Port of Seattle," (unpublished and unnumbered Ms. c. 1920, primarily a collection of letters, in Northwest Collection of the University of Washington Library.

¹⁷Higday, Notes.

¹⁸Robert Bridges *Scrapbooks*, Volume 4 (These scrapbooks, a collection of four volumes of unnumbered pages contain primarily newspaper articles covering the years 1890-1928. Unfortunately a number of the dates and origin of the articles are obscured in the collection.

¹⁹O'Connor and Gibbs, pp. 221-31.

²⁰Bagley, p. 384.

²¹Hynding, pp. 240-44.

²²*History and Advantages of the Canal and Harbor Improvement Project Now Being Executed by the Seattle and Lake Washington Waterway* (Seattle, 1902).

²³Nesbit, p. 404.

²⁴Biographic sketch drawn in part from *The Hiram Chittenden Papers*, Washington Historical Library, Tacoma, Washington.

²⁵Higday, Notes.

²⁶*Ibid.*

SEATTLE CITIZEN'S AGAINST FREEWAYS

318

Margaret Cary Tunks 1999

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96-00929 ISBN 1-55502-387-3

vituperative spokesperson for the highway lobby, swallowing their orders without any attention to facts. The bill she signed merely changed the Department of Highways name to the Department of Transportation—the obsolete and useless department of transportation we still have. Her DOT law perpetuated the old, completely closed machinations in the Highway Department. It enlarged the highway commission from five to seven members, and the highway commission members were still figureheads, who merely nodded from time to time to acquiesce to the decisions that had already been made. The secretary was to be appointed by the governor from a list of three persons submitted by the commission, and the secretary was to have no term of office—unless forced out of the job by proof of wrongdoing.

The DOT perpetuated all of the old practices controlling spending. The department still would be funded with state highway trust funds that the State Constitution amendment limited to being used for ferry and road purposes only—so the transportation planning



ME FIRST - ME, ME, ME - ME!!
CANT YOU SEE IM STRIVING TO DEATH?

LIBRARY OF CONGRESS

processes could not be comprehensive and multimodal. The highway budget would continue to be used to coerce legislators to vote for bad bills at the threat of losing their highway projects; the highway budget bill would still be kept under cover until the end of the legislative session to prevent any worthwhile legislative review.

Part 4: Can Seattle Be Saved?

319

Now, in 1999, the highway lobby has a complete victory:

- The state of Washington still has no Department of Transportation—the electorate has no control over the spending of billions of dollars.
- The gas tax has been raised and raised.
- Referendum #49 was passed by 58% of the voters in the Washington State November 1998 election. It was a very clever move—all of the people who paid for state motor vehicle licenses were to get a \$30 cut in their motor vehicle taxes. The campaigners were able to conceal the fact that Referendum #49 made the state lose \$1.9 billion general funds (school funds, etc.) that were transferred to the state highway trust!

Seattle Saves Seattle?

Seattle will be saved only if the elected officials and the people of the city decide to save themselves—to pass this ordinance:

The city of Seattle hereby prohibits any additional capacity for motor vehicles in the city, except for a bus/rail transit ramp from I-90 at I-5 to the stadiums.

To quote Doug Kelbaugh: "Seattle must control the motor vehicles—the motor vehicles cannot control Seattle."

Can Seattle be saved? The saving of Seattle starts late, maybe too late. Seattle has suffered irreparable damage from the construction and use of the big freeways into and through the city. Interstate 5 was supposed to be built east of Lake Washington, but political decisions were made for it to go through downtown Seattle—and the I-5 corridor bisected the two narrow peninsulas of the city, forced thousands of people out of their homes, created a noisy, polluted environment for those residents left within six blocks of the right-of-way and ramps, and made east/west travel difficult anywhere in the city. The construction of and traffic on the SR 520 bridge and highway have devastated the lovely fragile waterfront from Laurelhurst and the University on the north and the Arboretum, Montlake, Portage Bay and Roonke on the south. I-90

Karlis Zommers
2847 13th Avenue W
Seattle, WA 98119
(206) 283-2974

August 22, 2013

To Whom It May Concern at Sound Transit:

I-174-001

The Seattle Latvian Center and Church have been a part of my life, literally, as long as I can remember. I am very concerned about the impact that light rail will have on the Center.

Starting as a very young child I attended Latvian School every Saturday. I started early because my Mom volunteered as a teacher at the school. My two brothers and cousins also went to Latvian School. Now, my older brother's kids have already gone through Latvian School. And, my younger brother's kids are currently enrolled. Seattle Latvian School is still thriving!

The Church has served as the foundation of many of my life's most important events. I happened to be born just before the church was built so I was christened at an interim church (after the City of Seattle forced the Latvian Community out of their original location in Wallingford). Over the years I have attended many christenings and wedding and, unfortunately, funerals. My brothers and I were all confirmed at the Church. This past May, in front of all of our friends and family, my wife and I were married at the Latvian Church.



May 5, 2013

The Latvian fraternities use Latvian Center for meetings and events. The center provides plenty of space and a central location where members from throughout the Pacific Northwest can gather. As a member of a Latvian fraternity I am occasionally called upon to serve in an honor guard when another member passes away. That is one of the traditions we use to show respect.

I-174-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Since the publication of the Draft EIS, Sound Transit has revisited the alternatives in Segment A and modified them so that none of them would result in the displacement of the Seattle Latvian Center and Church. Please see the Final EIS for a description of the updated Segment A alternatives in Chapter 2 and revised text on the potential impacts to the Seattle Latvian Center and Church in Chapter 4.

I-174-001

Latvians honor their dead. You can see that if you stop by the Latvian Cemetery at Evergreen Washelli. Like many of my friends and family, we regularly stop by the cemetery to tend to the graves. It's in our DNA. It doesn't matter what time I stop by, weekday or weekend, more often than not I will see another Latvian at the cemetery there doing the same thing. Even if we're not leaving flowers, we're there to clean the headstones, pull weeds, or whatever needs to be done. I would think we have the best-kept part of the cemetery! I need to point out the close proximity of the Latvian Center to the Latvian Cemetery at Evergreen Washelli. All four of my grandparents are buried there.

We have less serious fun at the Latvian Center, too. Coming up on September 7 will be the annual golf tournament. After taking over the Jackson golf course for a day, we head back to the Center for steaks and tall stories about golf. People fly in from out of town for this event. The evening ends with the crowd gathering to sing songs. That may sound corny if you haven't been raised that way.

The Latvian Center is a crucial cultural hub for many families like mine in Washington State. I hope that Sound Transit can figure out a way to proceed with their expansion to Lynwood without destroying such an amazing place.

Thank you.

A handwritten signature in black ink, appearing to read 'KZ' followed by a stylized flourish.

Karlis Zommers

From: J Altman <jaltman8@comcast.net>
Sent: Thursday, August 29, 2013 8:19 PM
To: Lynnwood Link DEIS
Cc: altman jeff
Subject: east-west traffic near stations

I-175-001

Hi -- If stations are built at either N. 155th St. or at N. 185th St. in Shoreline, the construction process and ultimate layout of the station areas must take into account the important function of these two east-west corridors. As is well known, east-west traffic flow is more difficult because of the lack of corridors vs. north-south traffic flow. Currently, for the cities of Shoreline and Lake Forest Park, the most expeditious traffic flow is on N. 155th St. and N. 185th St. This is because flow on N. 145th St. and SR 104 is hampered by traffic density and numerous traffic signals at their I-5 interchanges.

So, if stations are built at either N. 155th St. and/or N. 185th St., make sure that east-west traffic flow for pedestrians, bicyclists and vehicles is as little impeded as possible during both construction and subsequent light rail operation. Such mitigation measures as double-left turn lanes and sequentially timed traffic signals should be included.

Thanks for listening!

jeff altman
18474 40th Pl. NE
Lake Forest Park, WA 98155
206/364-2180

I-175-001

The EIS includes an evaluation of how station sites and their construction activities would affect east-west alternatives. The project's detailed construction management plans will maintain effective east-west access and accommodate bicycle and pedestrian traffic as well. See Chapter 3 for more detail on traffic impacts and Section 3.6 for potential mitigation. Appendix H also shows conceptual plans for the Preferred Alternative, which includes further detail on some of the street improvements featured in the Preferred Alternative to maintain effective traffic operations.

From: Gavin Howell <oregavin@yahoo.com>
Sent: Tuesday, September 03, 2013 10:47 AM
To: Lynnwood Link DEIS
Subject: Lynnwood link comment

Name: Gavin Howell
Address: 23811 45th Pl W, Mountlake Terrace, WA 98043

I-176-001

Of the B segment alternatives that I've looked at, my wife and I both prefer the B2A alternative. It would be optimal to have the rail station be in the parking lot of the transit center rather than the freeway median. Ridership would be higher, and it would also leave the current freeway bus station open during a lengthy construction period.

We like the idea of having 2 Mountlake Terrace stations in place. The parking at the current MLT Park and Ride can be a nightmare during the middle of the week, especially during fall and winter months while UW is in session. Sometimes the lot is full by 9am and doesn't have vacant spots until early afternoon. Having an additional station at 220th would relieve pressure on an already overstressed Mountlake Terrace Transit Center.

Our second preferred option is B1, which has a lower environmental impact than B2A and is more affordable.

Lastly, if alternative B4 is NOT chosen, I'd love to know what would happen to the current freeway station. After all that time and money putting that quality station in place, it would be a shame to scrap it entirely. Hopefully it could be put to some valuable use.

I-176-001

Thank you for your comment stating your preference for Alternative B2A with the second Mountlake Terrace light rail transit station at 220th Street SW and your second choice support for Alternative B1. The continued use of the Mountlake Terrace freeway station is not a Sound Transit decision. The agency will coordinate with the bus transit agencies to realign bus services to serve the new light rail transit station. Sound Transit is also participating with others in planning for potential options for the existing freeway station, although this depends on the decisions about the light rail project to be built.

From: haleiwa311 . <haleiwa311@gmail.com>
Sent: Thursday, September 05, 2013 11:40 AM
To: Lynnwood Link DEIS
Subject: Latvian Center Sound Transit EIS

Comments;

- I-177-001** 1. The Latvian Lutheran Church and Latvian Center are linked as a cultural resource for Latvians and other Baltic Countries sharing a cultural heritage marked historically by repression and oppression felt by the older members who fled in 1944 and then spent years in displaced person camps in Germany prior to immigration to the USA and other countries. This center and church is their only meeting place and has been for nearly 40 years. The Church and Center are inseparable and the Sound Transit link proposed will destroy this resource regardless of which alternative is chosen. Insufficient discussion of this issue in the EIS.
- I-177-002** 2. This project should be a design-bid-build project which will allow more time and more public input as time goes on.
- I-177-003** 3. This project impact should require a Full EIS to adequately address alternatives that will not impact the Latvian Church and Center.
- I-177-004** 4. An engineering assessment should be included in EIS to assure that the project will not affect the Church or Center with excessive noise and vibration from the proposed route and and trains.
- I-177-005** 5. It may not be possible to provide adequate financial or other mitigation due to the necessary encroachment on the property by this project. To relocate the Center from the Church is the equivalent of separating a child and its parents.
- I-177-006** 6. Reconsideration of an alternate route or project bypassing entirely the Latvian Church and Center is the only proper way to save this cultural heritage gathering place from destruction.

Thank you,

David C. Johnson, J.D.
8168 Cultus Bay Rd.
Clinton, WA 98236

I-177-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

I-177-002

Sound Transit acknowledges your comment stating your preference for design-bid-build procurement method for construction of the Lynnwood Link Extension project. A final decision on this issue may be expected soon after Sound Transit makes a final decision on the selected alternative following the publication of the Final EIS. Irrespective of the method of procurement, Sound Transit will continue to conduct community outreach activities.

I-177-003

Since the publication of the Lynnwood Link Extension Draft EIS in June 2013, additional engineering was undertaken to reduce adverse effects on the Latvian Evangelical Lutheran Church property and facilities. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions will be maintained, but involve a street realignment.

I-177-004

A detailed Noise and Vibration Technical Report was prepared in support of the EIS to assess potential noise and vibration impacts on the Church and other projects. Since publication of the Draft EIS in June 2013, additional engineering has been undertaken to refine the Segment A alternatives and avoid or further minimize adverse effects on the Church. With the engineering design refinements to the Segment A alternatives, additional updated noise and vibration analysis was conducted to re-assess potential noise and vibration impacts on the Church. See Section 4.7 in the Final EIS and the technical report

included with the Final EIS. If noise and/or vibration impacts are predicted, Sound Transit has identified mitigation.

I-177-005

The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations. As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-177-006

Thank you for your comment stating your preference that an alternate Segment A route for the proposed Lynnwood Link Extension project that would entirely bypass the Latvian Evangelical Lutheran Church. As noted above, a design modification to maintain access avoids the potential for displacing the church.

I-178-001

Thank you for your comment stating your preference of Alternative C3 because of reduced impacts to parklands.

From: Garry Kampen <kampen@comcast.net>
Sent: Tuesday, September 03, 2013 3:43 PM
To: Lynnwood Link DEIS
Subject: Rail routes C1-C3

I-178-001 | After reviewing the DEIS, I'm convinced that route C3 is the best. It connects directly to the Park-and-Ride & adjoins the Transit Center. **Most important:** It does not destroy valuable and irreplaceable park space and green space. Light rail should serve the cities it connects, and not destroy their livability.
Dr. Garry Kampen

From: llockeman@yahoo.com
Sent: Thursday, September 05, 2013 2:31 PM
To: Lynnwood Link DEIS
Subject: Comment c/o Lauren Swift

I-179-001

I strongly favor alternative C-3 which is the only alternative that doesn't unbelievably take a wetland set-aside bought with conservation futures based on its resource value to the region of a perpetual nature.

One would think such a flaunting of condemnation procedures would be challenged up to the Supreme Court for affecting an in-perpetuity easement for the public good.

Public set-asides particularly close to urban centers are of high value to the population in addition to their importance for the good of the planet.

If option C-3 is the one passing close to hotels, a station stop should be designed to accomodate hotel customers to use transit to arrive and conduct business or travel to recreational opportunities.

I would like to be added to the mailing list for information pertaining to this decision.

George Lockeman, 2430 81st Pl SE, Everett, WA 98203 Sent from my Verizon Wireless BlackBerry

I-179-001

Thank you for your comment stating your strong preference for Alternative C3 due to reduced impacts to the nearby wetlands and avoidance of direct impacts to Scriber Creek Park. Thank you for your suggestion that easy access to the light rail transit station should be provided to nearby hotels. The Preferred Alternative includes pathways as well as street and sidewalk improvements to improve connectivity in the area.

From: Michael Manderscheid <mbmander@gmail.com>
Sent: Monday, September 02, 2013 7:30 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Light Rail DEIS

I-180-001 | I support a light rail station at NE 130th Street. It will be useful for trips from Lynnwood to Lake City and also to parts of SR99, assuming reasonably good bus connections. I actually would occasionally use a light rail stop at 130th to get to Krispy Kreme on SR99 before work, and to Lake City Gyros after work; these are just two examples of the many new connections that would open up.

Options A7 and A11 seem too expensive, so I would support A5 or A10.

I-180-002 | Extending light rail to an Alderwood Mall station as soon as possible is very important, although I realize this is beyond the scope of Options C1/C2/C3.

Mike Manderscheid
Lynnwood

I-180-001

Thank you for your comment stating your support for a light rail transit station at NE 130th Street and Alternatives A5 and A10. Regarding bus service at the new light rail transit stations, changes to bus services will be considered by Sound Transit, King County Metro, and Community Transit as the project approaches operation. Initial plans used in the EIS analysis anticipate improved east-west connections to the station areas with connections to other north-south corridors.

I-180-002

Thank you for your support of Sound Transit's light rail extension program and your particular interest in a future light rail station at the Alderwood Mall to the north along the I-5 corridor.

I-181-001

Thank you for your comment stating your Segment A Alternative preferences.

From: Dave Ness <dave@prayingforamerica.org>
Sent: Monday, September 02, 2013 10:02 AM
To: Lynnwood Link DEIS
Subject: Comments on Lynnwood Link Extension

Hello,

I attended one of the public hearing meetings, considered the different proposals for the A segment of the extension, and would like to give you my preferences for this project.

My first choices would be either A1 or A3---both are fine with me.

If the decision is made to put a station at 130th, my preference would be Option A7.

Thank you. I thought you did an excellent job of presenting all the possible information needed, and did a gracious and professional job of dealing with all the questions and comments.

Pastor Dave Ness
North Seattle Church of the Nazarene
13130 5th Ave. NE
Seattle, WA 98125

I-181-001

From: Allison Ostrer <aostrer@hotmail.com>
Sent: Tuesday, September 03, 2013 10:10 AM
To: Lynnwood Link DEIS
Cc: savaescribercreekpark@yahoo.com
Subject: Don't destroy the creek!

I-182-001 | I oppose destroying Scriber Creek for the light rail. I DO support light rail and want to see it extended, but it should go through already developed properties, not a preserved wetland.

Sincerely,
Allison Ostrer
Seattle, WA

I-182-001

Thank you for your comment. This project will abide by all applicable federal, state, and local environmental laws and regulations protecting wetlands. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts to environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure there is no net loss of ecosystem function and acreage as a result of agency projects.

From: Kyle Phillips <kylejphillips@gmail.com>
Sent: Friday, September 06, 2013 8:58 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension DEIS Comments

September 6, 2013

To whom it may concern:

I am a resident of the Ridgcrest neighborhood in Shoreline, Washington and live near the intersection of NE 148th and 6th Ave NE. As such, I will focus my comments on the light rail impacts to that immediate area.

I look forward to having Sound Transit Link Light Rail service extended to the area and hope the future station will be thoughtfully designed to complement the existing character of the quiet residential neighborhoods nearby.

Below are a few of my observations on information provided in the Draft Environmental Impact Statement:

1. Preferred Alternative Segment A:

I-183-001

a). A1: At-grade/elevated to NE 145th and NE 185th east side stations.

I-183-002

b). Referencing the DEIS Appendices Figure G-34 and G-35 Viewpoint 10: Less elevated tracks along Jackson Park golf course indicated in Figure G-34 are more consistent with scale of surroundings, especially when compared to figure G-35. Same is true when comparing DEIS Appendix Figures G-31 and G-32 Viewpoint 9.

I-183-003

c). Minimize disruption to current tree canopy/ forested character/ Thornton Creek wetland zone at east side of I-5 as experienced when driving north past 130th towards Shoreline. Currently appears as a transition from the less forested areas south of 130th to much more densely forested zone- this character should be maintained as much as possible.

I-183-004

d). Current Northbound 145th street off-ramp/ 5th Ave NE interchange creates a dangerous weaving traffic pattern. Elevated light rail and parking garage at 145th will only increase the congestion at this interchange. Any solution will require major improvement to the traffic flow through the intersection. 5th Ave NE is also the only reasonable access from the Ridgcrest neighborhood to Northgate, so maintaining this local access route is critical.

I-183-005

e). Major improvements needed to pedestrian and bicycle infrastructure in the area to improve safety of station users traveling to and from the station, especially along 145th and along 5th Ave NE (South of 145th).

2. NE 145th Station Layout comments:

a). Station Layout Option 1 (Preferred)

-Seems to maintain existing traffic flow at 145th while filtering new congestion created by Park and Ride Garage users.

-Maintain existing 20' +/- swath of mature trees along 5th Avenue NE at current Park and Ride entrance!! Consider a more compact parking structure with additional level (similar to Option 2) to accommodate this. Would preserve tree canopy character entering into Ridgcrest neighborhood and provide a

I-183-001

Thank you for your comment noting that the lower elevation alternatives are more visually consistent with the surrounding area.

I-183-002

This project will abide by all applicable federal, state, and local environmental laws and regulations. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts to environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure there is no net loss of ecosystem function and acreage as a result of agency projects.

Sound Transit will also abide by the tree replacement policies of WSDOT and local ordinances.

I-183-003

Mitigation measures for increased traffic congestion as a result of the station at 145th will be included as part of the project. 5th Avenue NE access will be maintained similar to today. Please see potential mitigation included in Chapter 3 and Mitigation Plan.

I-183-004

The Preferred Alternative's NE 145th Street Station includes improved sidewalks and bike lanes along 5th Avenue NE and portions of NE 145th Street; please see Section 2.4 for other standard elements of the stations.

I-183-005

Your comments stating your preferences for the two layout options for the NE 145th Street Station are noted. The Preferred Alternative has updated the design based on Option 2.

I-183-005

natural visual/acoustic buffer to the parking garage. There is an especially nice grove of mature trees in and around the current park and ride at the east and north edges.

-Plaza landscaping at corner of NE145th should reflect character of entering a residential neighborhood. Natural vegetation, rain gardens, pedestrian scale all important. Appreciate possibility of detention pond indicated in Option 2 working as a rain garden/place marker/white noise buffer to the freeway noise. Work with City of Shoreline on goals for this plaza.

-Existing northbound on-ramp location creates hazard for pedestrians heading to/from the Park and Ride from cars turning onto the ramp. This hazard will only increase with increased pedestrian and vehicle activity in the area. Crosswalk should be well marked and signed. Consider eliminating Bus flyer off ramp to reduce width that pedestrians must cross and to reduce undue traffic complexity.

-Scale of retaining walls at plaza seems excessive- consider gradually transitioning landscape to mimic flowing landscape that currently exists.

-Provide acoustical separation at platform level so that noise from freeway is not overwhelming while waiting for train. Current freeway bus flyer stops are extremely unpleasant to stand at- would hope to avoid the same downfall with the light rail stations.

b). Station Layout Option 2-

-Seems to create a more compact/clearly defined Station Area with the northbound onramp at the north edge of the station zone. Concern is that it may only exacerbate the current congestion at the intersection. Park and Ride exit location would appear to cause additional congestion at peak hours.

-I like how this layout has more presence along NE 145th as a beacon- it may help reduce perceived distance for residential commuters living across 145th west of I-5.

-Like how it pulls the station to the edge of the Ridgecrest neighborhood for fewer potential noise/visual conflicts. Maintains residential buffer at NE 148th street- trees should be preserved in this zone if possible.

c) General Comments about 145th station-

I-183-006

- Hope that Sound Transit station design team would work closely with the adjacent neighborhoods (especially Ridgecrest and Parkwood) during the design phase to create a welcoming, appropriately scaled, thoughtfully designed station and parking garage that fits with the neighborhood character.

Thank you for your time in considering my comments.
I am looking forward to a consistently reliable form of public transit for the region!

Sincerely,

Kyle Phillips

206-282-2488

kylejphillips@gmail.com

I-183-006

The Sound Transit Design Team is committed to working with local jurisdictions and neighborhoods in designing functional and attractive facilities that are as consistent as possible with neighborhood scale and character. The Section 4.5.6 of the Final EIS includes additional discussion of potential mitigation measures for station and parking garage visual impacts.

I-184-001

From: karen summers <klsomm@hotmail.com>
Sent: Friday, August 30, 2013 7:52 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension in Shoreline

Hello,

I was unable to attend the recent meeting you had at the Shoreline Center due to working. My husband attended and brought home materials which I've read through.

I have one question/comment. We live on 188th St. between 10th Avenue and 15th Avenue NE. I see this street as one of the routes people will use to get to the parking area/garage for the light rail. Our street has no side walks. It has a hill and a curve on it. It is posted currently with a 25 mph speed limit which is way too fast to be going around a blind curve in a residential area. We already have difficulty getting out of our garage and drive during the "rush hour"

times. We have children who use the street, and elderly people crossing to get their mail. Some people drive irresponsibly through this hill and curve area.

If we are to have increased traffic, then we need speed bumps - not humps but actual bumps. Posting signs won't do anything to change behavior.

My husband told me that the person he talked to at the meeting said that Perkins Way will be the main route to the light rail. How will this be enforced? Our street would be the quicker cut through from Lake Forest park area and areas north of 15th.

As a driver I know that I don't always follow "arterial" signs, or signs saying "To _____" if I know a quicker way to get there or a way that has less traffic on it. I would suspect I'm not the only one to do this.

I would appreciate more details in future meetings about who is determining this traffic pattern, EXACTLY how it will be marked and enforced. And I want to talk about major deterrents to using other routes.

Thank you for your work on this. I hope to be at the next meeting - work permitting.

Karen Summers

I-184-001

Sound Transit has identified potential cut-through traffic as a potential impact for station area neighborhoods, and identifies mitigation in Section 3.65, which describes measures that could be developed in coordination with the local jurisdiction.

From: Sharla Unruh <sunruh76@comcast.net>
Sent: Wednesday, September 04, 2013 3:54 PM
To: Lynnwood Link DEIS
Subject: Scriber creek park

I-185-001

My husband, Ryan, and I believe that the citizens of Lynnwood would be better served if the third alternative (C-3) were to be chosen which affects six to twenty properties, eliminates one business and runs along I5 at the cost of \$340 million.

Fewer people would be displaced and the park which was funded by a group (Conservation Futures) who designated it for conservation would be retained for thousands of people. People from outside the city of Lynnwood use the park as well. We have enjoyed the park a few times a year for over twenty years and would really miss it.

We think those two reasons alone make the C-3 decision the only correct one.

Thanks,
Ryan & Sharla Unruh
14525 81st Ave NE
Kenmore, Wa 98028

I-185-001

Thank you for your comment stating your preference for Alternative C3 due to fewer displacements and impacts to Scriber Creek Park. Alternative modified C3 is the Preferred Alternative, which avoids the park property.

I-186-001

Your preference for Alternative C3 due to its avoidance of Scriber Creek Park is noted. Modified C3 is the Preferred Alternative, which avoids Scriber Creek Park.

From: Shelley Weyer <sweyer1@gmail.com>
Sent: Thursday, September 05, 2013 9:34 PM
To: Lynnwood Link DEIS
Subject: Comment

I-186-001

Please consider the C-3 plan for the new light rail to Lynnwood. This is the most honorable choice since you will not be destroying a conservation park.

Sound Transit has made some very foolish choices with their planning in recent years. If you want the voters to continue to fund ST then it is highly suggested you pay attention to the voting public. They could underfund ST by voting against any new money's that are requested.

Please take the high road and leave the conservation park option alone.

Thank you,

Shelley Weyer
Everett, WA

From: Wirta, Mari
Sent: Tuesday, September 03, 2013 9:43 AM
To: lindaatsea@yahoo.com
Cc: Lynnwood Link DEIS
Subject: RE: Lynnwood Link
Attachments: 130807MariWirtaFollowupToLindaWillemarck-LynnwoodLinkInput.pdf;
130715MariWirtaResponseToLindaWillemarck-LynnwoodLinkAlternativePreferen....pdf

Good morning Ms. Willemarck,

Just a quick note to let you know that I have forwarded your most recent comments to lynnwoodlinkdeis@soundtransit.org to ensure they are included in the official record of DEIS comments. Your message will be taken into consideration as the Board identifies a preferred alternative later this year.

Regards,

Mari Wirta | Correspondence Management Coordinator
Sound Transit | Union Station | 401 S Jackson Street | Seattle, WA 98104
mari.wirta@soundtransit.org | www.soundtransit.org

From: Linda At Sea [<mailto:lindaatsea@yahoo.com>]
Sent: Monday, September 02, 2013 2:05 PM
Subject: Lynnwood Link

My name is Linda Willemarck. I live at 4900 200th St SW in Lynnwood. Since learning about the Sound Transit's Alternatives for the Lynnwood Link, a mere 3 months ago, I have spent a great deal of time trying to understand what properties are involved and what impacts it will have.

I-187-001

As you know, both the C1 and C2 Alternatives would be going down 52nd Ave West/Cedar Valley Road. In my research I found a very compelling document that really puts into perspective the importance of this area. The document reads, quote "...an established single family neighborhood containing hundreds of affordable homes and is in close proximity to several affordable housing apartments and condominium complexes, all of which would be adversely impacted by light, noise, property values, and other impacts ..."

"directly impacts hundreds of affordable homes when there are other sites available, raises social justice issues..."

"...located adjacent to significant city recreational resources of Scriber Creek and associated wetlands, and the city's Scriber Creek Park, that provide places to experience nature in close proximity to Lynnwood's City Center and regional Interurban Trail, both of which would be negatively impacted..."

I-187-001

Thank you for your comment expressing concerns about the adverse effects of Alternatives C1 and C2, including citations from the City of Lynnwood Resolution #2012-07 requesting elimination of routes along 52nd Avenue W and Cedar Valley Road from further consideration.

While the alternatives are evaluated in the Final EIS, they are not the Preferred Alternative. Section 4.4 of the Final EIS includes a detailed analysis of potential impacts to the 52nd Avenue West area, and it also summarizes the Environmental Justice analysis contained in Appendix C. The analysis does not identify impacts at the levels the City's resolution describes.

In November 2013, the Sound Transit Board identified a Preferred Alternative based on Alternative C3 with some modifications to its alignment as it enters the Lynnwood Transit Center. Please see the Final EIS for the description of the Preferred Alternative, which was developed in collaboration with the City of Lynnwood, and which avoids direct impacts to Scriber Creek Park and avoids running along 52nd Avenue W.

I-187-001

"...Therefore, the City Council of the City of Lynnwood does hereby resolve and request the Sound Transit Board to remove from its potential sites and evaluations list the Lynnwood 52nd Avenue West/Cedar Valley Road site..."

....that such site not be included in any environmental analysis, due to its many significant and unresolvable and irreparable impacts upon the City of Lynnwood, its residents and businesses and upon the Edmonds School District."

These quotes were taken from Resolution No. 2012-07 of the City of Lynnwood, Washington, regarding issues concerning the potential siting by Sound Transit. It was signed by Mayor Gough of Lynnwood on 10/22/2012.

I-188-001

Thank you for your comment stating your preference for Alternative C3.

From: LindaZopfi@aol.com
Sent: Tuesday, September 03, 2013 4:06 PM
To: Lynnwood Link DEIS
Subject: Option C-3, please!

I have not been able to attend the past Lynnwood Sound Transit meetings because of work conflicts, however, in reading the Seattle Times article today, I felt I MUST voice my opinion on the proposals, after having been a homeowner in the effected neighborhood for 24 yrs.

I-188-001 Both of the C-1 and C-2 routes would severely impact the tranquil, peaceful nature of my home and home-based business, which is completely unacceptable to me. PLEASE only consider option C-3 when deciding where to place the Sound Transit route through Lynnwood. I'm all for mass transit, however, not at the expense of our wetlands, parks and neighborhoods!

Melinda Zopfi
20026 53rd Place West
Lynnwood, WA 98036

Best,
Linda

Linda Zopfi
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Lynnwood, WA 98046
425-670-1220
www.facebook.com/AZopfiProductionLLC

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8/22/2013

1 MR. CAMERON: Hello. My name is Michael Cameron,
2 M-I-C-H-A-E-L, C-A-M-E-R-O-N. I live at 20035-12th Avenue
3 Northeast, Shoreline.

4 That property butts right up against the Exit 177
5 offramp going north.

6 Conceptually, I'm a big supporter of the project.
7 I think it's a good thing for the region. I think it's
8 probably what the region needs, overall. But that
9 enthusiasm's tempered a little bit by reaction to some of
10 the current designs of the plan. And I'm hoping that some
11 of those can be addressed in the final EIS. Those are going
12 to be recommendations today.

13 Specifically, the design issues that I have are
14 how they directly impact me, as a private property owner,
15 and our house, specifically, with regards to noise and the
16 visual impacts.

I-189-001

17 I'm encouraged by the numbers that I read in the
18 draft EIS with regards to noise and the impacts that the
19 mitigation plans in place will have. Sounds like -- no pun
20 intended -- that the mitigation plans will be able to deal
21 with much of the sound in the area.

22 I'm a little bit skeptical of them, however,
23 because the microphone locations that they used were quite a
24 distance from my house and the neighborhood, so it's --
25 there's a lot of topography changes, hills, valleys, trees

I-189-001

Thank you for your comment. We have added noise monitoring sites in your area, including one near your home at 20039 12th Ave or 20041 12th Ave for use in the Final EIS analysis. The analysis considers topography, vegetation, and noise barriers; more specific details are given in the Noise and Vibration Technical Report for the Final EIS, which identifies mitigation by address. During final design, mitigation definitions will be further evaluated to ensure they achieve the noise reduction required to be below the impact threshold.

I-189-001 1 and things, some of the trees that will be removed, that I
2 think need to be taken into account with those. So my hope
3 is that the study would be repeated, a least with a couple
4 additional microphones, sort of in my neighborhood, to make
5 sure that the estimate of sound impact on the final EIS is
6 appropriate for the location.

I-189-002 7 All of -- the next issue is that the current draft
8 EIS identifies the visual impact of -- on my house, on my
9 property, as low. I take issue with that. All the designs
10 for the light rail have the track less than a hundred feet
11 from my property. They are elevated 25 feet above the I-5
12 offramp. Adding another 12 feet for the train, 5 to 10 feet
13 of superstructure indicates a structure three to four
14 stories high a hundred feet from my house. That's not a low
15 impact.

16 So I'd like to see a reevaluation of the visual
17 impact on my property. I'd like to get a good idea of how
18 many trees will remain as this will mitigate some of my
19 visual concerns. Currently, when I look out the window, I
20 just see filtered light through a bunch, you know, of
21 evergreens that definitely won't be there.

22 I'd like to see an artist's rendering on how the
23 track is expected to look from the neighborhoods,
24 specifically my neighborhood, as opposed to I-5, which
25 doesn't really impact people when they're driving by it at

I-189-002

The Final EIS includes an updated assessment of impacts of the elevated structure in your area, but the Draft EIS was not intended to define visual impacts parcel by parcel, but rather for larger areas or viewsheds. It is accurate that some locations, particularly those immediately near the facility, could have higher localized impacts. Mitigation measures could include replacement plantings, but clearing and visual impacts are likely unavoidable in some locations. Sound Transit's tree clearing policies for elevated light rail provide for clearing within 30 feet of the centerline of the structure, or about 15 feet from the edge of the structure. The Final EIS, Section 4.5.6, identifies visual impact mitigation measures for the project, but the detailed definition of plantings in specific locations would be accomplished during final design. Replacement trees would be considered where space was available, but likely would take time to mature to replace the screening.

I-189-002 60 miles an hour. Knowing the visual impact with an artist
2 rendering from property is much more useful.

I-189-003 3 And finally, I'd like to see a consideration of
4 keeping the train at ground level at that location. I think
5 that would go a long way. And perhaps placing the track
6 between the offramp where it splits from the main I-5, that
7 is, moving it west about 20 feet, such that the track would
8 cross the offramp 500 feet further south than is currently
9 planned.

10 That's it. Thank you.

11 MR. ROBERTS: Thank you.

12 I don't have anyone else signed up to speak. But
13 if there is someone who would like to address us, this would
14 be a perfectly appropriate time. So is there anyone else
15 who would like to speak tonight to us?

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I-189-003

Sound Transit has reviewed your suggestions to consider whether they have the potential to avoid potential impacts near your property. As the light rail profile approaches the property from the south, it is coming out of a cut into the hillside adjacent to I-5. To lower the profile through this area would require cutting even further into the hillside. At about 800 feet south of the property, the existing ground drops about 40 feet. Traveling north, the ground continues to drop further as it becomes adjacent to wetlands and State Route 104. Heading north from there, the next major connection point is the elevated Montlake Terrace Transit Station at 236th St. SW. To maintain a light rail profile meeting established design criteria based on safety and efficiency and to minimize the most negative impacts through this area, an elevated structure maintaining a minimum height over the southern-most State Road 104 exit ramp is needed. The elevation has been refined for the Final EIS, and the visual impact information in this area was updated. Also, there are a number of design constraints that require maintaining the light rail alignment in the approximate location as shown in the Draft EIS and now in the Final EIS. Based on design guidelines for the use of the I-5 right-of-way between Sound Transit and WSDOT, the light rail project footprint is outside of an approximately 94 foot section reserved for the freeway and potential future improvements. The horizontal alignment is also constrained by a more narrow width of existing right-of-way between NE 185th St. to north of NE 195th St. To provide a horizontal design as shown in your Figure 2a-b, while still meeting the project's light rail design standards, would require further encroachment beyond the right-of-way and upon more properties and homes in this area. Therefore, Sound Transit is continuing to propose the Preferred Alternative design rather than your suggested alternative.

1 MR. CIRCENIS: My name is Edvins Circenis. That's
2 spelled, first name, E-D-V-I-N-S; last name,
3 C-I-R-C-E-N-I-S. I live at 6834-40th Avenue Northeast in
4 Seattle, ZIP code 98115.

I-190-001 I'm also a member of the Seattle Latvian Lutheran
6 church. The church was built primarily by a volunteer
7 workforce. And I provided, without compensation, the
8 conceptual and detailed design drawings for the construction
9 of this church. The Latvian Lutheran church has been
10 notified, prior to the DEIS publication, that our property
11 at 11710 Third Avenue Northeast has been identified as one
12 that Sound Transit may need to partially or fully acquire in
13 order to construct the project under one or more
14 alternatives.

15 Recognizing the seriousness of how this project
16 may impact the Latvian Lutheran church and North Seattle
17 communities, I am proposing, for your consideration, an
18 option that, when properly executed, will save a number of
19 properties from acquisition in the vicinity of Northeast
20 117th Street.

21 Looking at the satellite map, you will notice that
22 the Latvian Lutheran church is right here and the freeway
23 runs real close to our property. However, on the west side,
24 there is a lot of room. So what I am proposing, to provide
25 space for the needed Sound Transit, I'm proposing that

I-190-001

The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Please see Chapter 2, sections 2.6.1 and 2.6.2 for a description of the factors that led Sound Transit to place light rail east of I-5 rather than west of the freeway in this area.

I-190-001 the -- that the I-5 be relocated as needed, to the west, and
2 the existing right-of-way as shown in my revised -- revised
3 map in there. I revised it a little bit and moved the lanes
4 to the west, and there still seems like maybe some room left
5 on the west side as well. So depends on how much space we
6 need. I don't think we need too much to do this.

7 I know that it's easier to condemn private
8 property than it is to deal with federal government. But if
9 you feel in your heart that it is worth saving Latvian
10 Lutheran church, which is also a center for the Baltic
11 communities in the Northwest, I sincerely hope that the
12 Sound Transit board will give the alternative proposal its
13 utmost consideration.

14 Thank you.

15 MR. ROBERTS: Next person is Inte Wiest.

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1 MS. FAULDS: I would.

2 MR. ROBERTS: Please.

3 MS. FAULDS: Good evening. My name is Phoebe
4 Faulds. My last name is F-A-U-L-D-S. And my family's house
5 is at 1008-190th Northeast in Shoreline, Washington.

I-191-001 6 And I see that the project is affecting not just
7 my house, but the community around it. I see that it
8 affects the community center here. It's just over at the
9 station but -- at the stadium, but it will affect a lot more
10 than just the ball field. It will affect the communities
11 that are having programs here, from dance lessons to swim
12 lessons. And this is one of the only places that you can
13 get a scholarship to get those service in Shoreline. Many,
14 many low-income families use these services because they
15 would not get these services any other way.

16 If you change this up, they won't get these
17 services. You say that you're doing this for low-income
18 housing around the area. But if you add low-income housing
19 without services to low-income people, then you lose
20 community and you make it less safe.

21 Once you lose community, it's really hard to get
22 it back. So I hope that you'll reconsider the area, make
23 sure that you keep these services in place, and reconsider
24 anything that you might be taking away from the community.

25 Thank you.

I-191-001

Thank you for your comment on community impacts associated with the proposed NE 185th Street light rail station. Throughout project planning, Sound Transit has worked to minimize impacts on adjacent residential neighborhoods. Sound Transit recognizes the importance of maintaining the many community activities and services currently housed at the Shoreline School District property adjacent to the proposed transit station site. Property acquisition has been minimized to partial parcel acquisitions to preserve these community amenities. The impacts of Alternative A1 and the Preferred Alternative involves an edge of the stadium parking area and an auxiliary track. All of the existing programs and services would be able to continue operation at the stadium and the school district site. See Section 3.4.17 for more details.

1 MR. ROBERTS: Thank you.
2 Is there anyone else that would like to address us
3 tonight?
4 Yes, please.
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1 MR. JACOBY: Good evening. My name is Dan Jacoby,
2 J-A-C-O-B-Y. I'm at 1243 North 160th Street.

3 I want to talk about, kind of, the future. And as
4 you continue to plan, this is going to become more and more
5 important. And that is, I straddle two generations, the
6 baby boom, Gen X. I notice big differences between the two.
7 And you look at the next generations, and you see even more
8 big differences that impact, directly, what we're doing
9 here.

10 The younger generations, it -- to me, the car was
11 a status symbol. When I was in high school, getting a car
12 was a big deal. Nowadays, kids don't really care so much.
13 They'll ride mass transit. And the reason that that's more
14 important is they got a lot of more of these gadgets,
15 iPhones, smart phones, tablets, you name it.

16 To them, driving a car to work, to go home, to go
17 out, they become disconnected. And they don't like that
18 very much. If they ride the bus, if they ride the train,
19 they can stay connected. And to them, even if it's a longer
20 trip, it's still a better move.

I-192-001 21 When you're planning this, I think you can look
22 at -- and especially, this will become important when Metro
23 gets involved in terms of their bus lines -- making sure
24 that there is plenty of connection via mass transit. I
25 don't think you're going to need as many parking spaces as

I-192-001

While parking is an element of the access plans for the stations, Sound Transit anticipates that most patrons will arrive by connecting transit, walking, and biking. The alternatives under consideration provide additional parking for transit users compared to today. They were sized based on estimates of demand, which also account for an increased demand for travel using other modes to reach stations, including connecting transit. This also reflects Sound Transit Board direction, consistent with their adopted System Access Policy.

I-192-001 you might think because I think you're going to find a lot
2 of people, especially the younger people, are not going to
3 take the car to the train; they're going to take the bus to
4 the train, if only there's a bus available.

5 This will help a lot. You know, he was talking
6 about footprint. This could reduce footprint if you don't
7 need as many parking spaces. But I think, also, it looks at
8 not just the light rail, but what's next after that.

I-192-002 I'll tell you, if I wanted to make a gazillion
10 dollars and I were an engineer, right now, I'd design buses
11 and I'd design train cars where there's some way for a
12 person getting into the bus or getting into the train to
13 have a table top or something they can put their tablet on
14 and continue to work. Because people are going to be
15 showing up to work at ten o'clock, and they're going to be
16 leaving at four. But they're going to be at work from nine
17 to five because they're going to be on your train, and
18 they're going to be on the buses.

19 So it's just something to think about as you go on
20 and -- and, you know, start to solidify your plan, that
21 you're going to see a greater demand for mass transit and a
22 lower demand for cars as this goes on.

23 Thank you very much.

24 MR. ROBERTS: Thank you.

25 Next, Michael Cameron.

I-192-002

Thank you for your comment. Sound Transit will be working with local transit operators to develop refined transit service plans as the project nears operation.

1 MR. PETERSONS: Thanks, Paul. I've got to make
2 this quick because I've got to go to birthing classes with
3 my wife.

4 Hello. My name is Lukas Petersons. I am a member
5 of the Seattle -- oh, should I start with my name and stuff?
6 Sorry.

7 Lukas Petersons, L-U-K-A-S, P-E-T-E-R-S-O-N-S. I
8 reside at 3009 North 130th Street, Unit 1201. And I
9 represent the Latvian Lutheran church and center located at
10 117th and Third Avenue Northeast.

11 All right. So I'm a member of the Seattle Latvian
12 community. And my parents are the caretakers of the Latvian
13 church and community center, and they have been for the past
14 20-plus years.

I-193-001

15 Sound Transit's DEIS is proposing to run the North
16 Link extension through our church's property, and a couple
17 other alternatives are calling to eliminate our center
18 altogether.

19 I wanted to speak on record to explain how much
20 this church and community center means to myself and our
21 greater Latvian community.

22 First, our church and community center serves as
23 a living family tree. Our Seattle Latvian community's
24 family tree is not only something replicated on a piece of
25 paper. It is a living, breathing part of this community.

I-193-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. The Preferred Alternative in the Final EIS and all other alternatives now avoid displacing the church or church hall. The Final EIS describes the primary modifications for these alternatives in Chapter 2, Alternatives Considered.

I-193-001 The center provides a gathering place for Latvian children,
2 teens, adults, and seniors alike. It is a place that is so
3 important to our community and Latvian families. It is a
4 family tree that cannot and, please, will not be uprooted.

5 Second, the DEIS understates the significance and
6 importance of our church and community center. The service
7 serves -- the center serves our Latvian community as a
8 church, a gathering place, a school, and a facility to many
9 Latvian community groups that exist in our state and also
10 along the West Coast. In addition, it also serves as a
11 gathering place for other Seattle Baltic communities,
12 including the Lithuanians and the Estonians.

13 Now I'd like to speak on a couple items that are
14 important to me in the church. I moved here when I was
15 8 years old, from Alaska, and my parents were asked to
16 caretake the church. And one of the alternatives in the
17 DEIS is basically going to tear down my childhood home along
18 with the entrance to our church, so we would have no way to
19 get in or out of our church.

20 Second, I also attended the Latvian school. I
21 graduated there. And I really feel that preserving our
22 cultural being is very important to us and the future
23 generations. As I said, my wife's pregnant, and I would
24 really love for my baby girl to be able to go to Latvian
25 school and be able to folk dance and sing. And without the

I-193-001 center there, that won't be possible.

2 I graduated from the Latvian school. I taught the
3 4- and 5-year-olds there for four years. I folk danced in
4 the Latvian troupe for over seven years and all our
5 practices are held there at the center.

6 I have participated in many things there,
7 volunteering at our annual Latvian rummage sale -- which is
8 a huge success, and a lot of Seattle residents like that --
9 and along with our annual Christmas bazaar.

10 So in conclusion, I'd like to say that the Seattle
11 Latvian Lutheran church and community center is and has been
12 an important part of my life. It is a place that was
13 designed, built, maintained, and loved by Latvians. It has
14 helped shape my life and serves as a symbol of strength to
15 all of us. Our community strongly stands together to
16 protect the heart of our community.

17 Thank you, and I appreciate your time.

18 MR. ROBERTS: Thank you. Thank you. Lucas, if
19 you have to get up and leave, we won't take it personally.

20 MR. PETERSONS: Thank you.

21 MR. ROBERTS: Next, we have Gunars Sreibers.

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1 MR. RAISTERS: My name is Eric Raisters. That's
 2 E-R-I-C, last name is R-A-I-S-T-E-R-S. And I reside at
 3 10507-64th Place West in Mukilteo. I'm also the
 4 vice-president of the Latvian Lutheran Evangelical church.
 5 I dance folk dance with the Latvian community. I've sung in
 6 the choir. And I've put two sons through that school.

7 That said, I voted for all the Sound Transit
 8 measures. And now I am a daily user of the Sounder North
 9 Line train to get to work every day. So I do support mass
 10 transit. I'm not against mass transit. I think it's a
 11 great idea. And I will continue to support mass transit
 12 where it makes both fiscal and traffic engineering sense.

I-194-001

13 But I am commenting with regard to the effect that
 14 the -- all of the eight options will have on the Latvian
 15 church community center that's located just north of
 16 Northgate. It's interesting to see that in the other two
 17 sections, the B and C sections of the line, commenters were
 18 given multiple options on the route that the tracks would
 19 take.

20 In the A section, the only spatial difference
 21 between all of the options for the Latvian center is about
 22 6 feet spatially. That's not much.

23 Apparently all of the other spacial options were
 24 apparently eliminated by the Sound Transit board in the fall
 25 of 2011 with no consultation or opportunity to comment by

I-194-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-194-001

1 the owners of the center.

2 This means that either the property will be
3 completely taken or, at best, severe limitations on access
4 and severe impacts to the use of the property will occur
5 unless Sound Transit can come up with acceptable
6 mitigations.

7 As has been stated by many other commenters -- I'm
8 not going to repeat a lot of this stuff -- this is a unique
9 and culturally-significant facility. And the next closest
10 similar centers in the United States are in San Francisco
11 and Los Angeles. In Canada, it's Toronto. So we're a long
12 distance away. We're covering a lot of territory.

I-194-002

13 I wonder if we would even be here commenting on
14 this if the church belonged to a protected minority. There
15 are probably less than ten million speakers of the three
16 Baltic languages worldwide, and less than a million of those
17 are in the U.S. But we're not offered the protections of
18 the other protected minorities.

19 Finally, as a scientist by education and an
20 engineer by profession, I avoid making decisions when facts
21 and data are not known to me. In the four public meetings
22 that Sound Transit has held so far for the comments -- and
23 I've attended all four of them -- only three of the 17 Sound
24 Transit voting board members who will be making the decision
25 on the preferred route were present. And I would like to

I-194-002

The Sound Transit public outreach activities leading up to the publication of the Draft EIS did alert members of the Latvian and Baltic populations of the proposed alternatives for the Lynnwood Link Extension project and community members did become involved. Chapter 6 describes the public outreach for the project.

Although many of the Sound Transit Board did not attend the public meetings, the Sound Transit staff who did attend regularly, and who are the ones who interact most closely with concerned citizens, update the Board on the pertinent issues that should be considered on a regular basis. The Board was given the Draft EIS comments before they identified the Preferred Alternative and gave direction to modify all the Segment A alternatives so that none would require the displacement of the facility. Please find the updated description of the Segment A alternatives in the Final EIS Chapter 2, Alternatives Considered.

I-194-002 | thank Councilman Roberts, Mayor Earling, and Snohomish
2 | County Executive Lovick for attending those sessions.
3 | Nobody from King County was there, nobody from the City of
4 | Seattle who represents our center.

5 | This is less than a quarter of the board who have
6 | gathered the facts and the data required to make an
7 | intelligent decision. I hope, but have serious
8 | reservations, that the remaining members of the board will
9 | spend the necessary time to familiarize themselves with the
10 | probably hundreds of pages of comments and testimony so that
11 | they can also make an informed and intelligent decision.
12 | Sadly, the track record for this point for Sound Transit
13 | probably doesn't indicate that.

14 | Finally, if the taking of the Latvian church
15 | should come to pass, the Sound Transit board will have the
16 | dubious distinction of matching what the Soviet Union did to
17 | the Baltic people, taking our land away twice, this time by
18 | the government of the land of the free and the home of
19 | brave.

20 | Thank you.

21 | MR. ROBERTS: Thank you.

22 | Is there anyone who else wishes to address us
23 | tonight for the hearing? Anyone else?

24 | Well, then I want to thank all of you for your
25 | comments. I want to let you know -- find my little notes

1 MR. RALSTON: Hello. My name is Kenneth Ralston,
2 R-A-L-S-T-O-N. And my concern is more a private-property
3 ownership.

4 MR. ROBERTS: And your address?

5 MR. RALSTON: 18313 Seventh Avenue Northeast.

6 My property butts right up against Fifth Avenue
7 and then the freeway, so the train would go right behind us.
8 And so there is a big concern -- there was a big concern
9 until we started talking to Sound Transit officials who -- I
10 don't remember the gentleman's name that my wife talked to.
11 And I'm certainly not as well-prepared as these folks. But
12 we've lived there a long time and got our house paid off and
13 want to retire there and stay there.

I-195-001

14 Our concern was, how big is the footprint? And
15 where we sit, back on the plat of properties that will be
16 annexed, apparently, even the worst-case scenario, only the
17 back portion of our property will be taken up.

18 I've have talked to a neighbor, and he says that
19 if they -- one of the scenarios, if they bring the train
20 from elevated level down to street level egress, that his
21 property will be boxed in. He won't be able to get out of
22 his property. We suggested that they were not aware --
23 they, being the officials -- aware that there's an easement
24 that goes through our properties, one of my neighbors.

25 And so my proposal or suggestion is for people to

I-195-001

At this stage in project planning, the property impacts are estimates and use map-based parcel information. Detailed land surveys and property assessments would be conducted during final design and subsequent real estate transactions. However, the project staff have conducted multiple field visits and surveys as part of the design and environmental process.

If access to a property is lost due to the project, that property becomes a full acquisition because Sound Transit cannot leave a property owner with no access to their property. That is one factor considered when the agency determines what type of acquisition (full or partial) is needed.

I-195-001 | come out there and take a physical look at the properties a
2 | lot -- a lot stronger than they have. When you're doing an
3 | environmental study, you really need to come out and look at
4 | the property a little bit better.

5 | Our property, for instance, we're -- we've got it
6 | registered as a wildlife sanctuary and planting, you know,
7 | natural flora, like it was a hundred years ago. We're
8 | moving back and back and trying to get rid of all the
9 | blackberries that we haven't taken out.

I-195-002 | So the worst-case scenario that we were cited with
11 | was ground-level parking would -- and then I also heard
12 | about bringing the train to street level would force
13 | construction in such a fact -- manner that they would have
14 | to reconfigure Fifth Avenue that goes behind our property.
15 | And I don't support that configuration. That would be on
16 | ground-level parking that was spread out and take a lot of
17 | real estate.

18 | So also, I am a supporter of the project. I am a
19 | supporter of light rail. It's been a long time coming,
20 | needs to happen. But again, like the gentleman said,
21 | reevaluation of how the land is configured and what you need
22 | to take as a footprint should have a lot of physical, you
23 | know, study. Come out and look at those properties.

24 | This is all relative to the 185th Street station,
25 | by the way. I don't think I mentioned that.

I-195-002

Thank you for your comment stating your overall support for the Lynnwood Link Extension project and your concerns about potential adverse effects of station parking and reconfiguration of Fifth Avenue NE. Please see the updated conceptual design drawings in Appendix F. The Preferred Alternative would realign Fifth Avenue, but it does not feature ground level parking.

1 So anyway, that's pretty much all I have to say.

2 Thank you for your time.

3 MR. ROBERTS: Thank you.

4 I think this is a good opportunity to remind and
5 repeat that staff will be here until eight o'clock. I think
6 the -- for instance, the concerns that Mr. Ralston raised
7 would be good concerns to make sure -- and I suspect you
8 already have -- to be talking with the staff about those.

9 So I invite, at any point following our testimony,
10 you to please raise these concerns with the staff and have
11 dialogue there as well. Next is Dan Jacoby.

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1 MR. SREIBERS: My name is Gunars Sreibers. That's
2 G-U-N-A-R-S, S-R-E-I-B-E-R-S. And I'm representing the
3 Latvian Lutheran church and community center at 11710 Third
4 Avenue Northeast.

I-196-001

Well, here we are at Workshop 4 here --
6 Workshop 4, Hearing 4 for this project. I've attended every
7 one of those workshops, every one of these hearings and made
8 comments at every one of these. I think it's noteworthy
9 that if you look at the attendance sheets for these last
10 four open houses and workshops that it has had a large
11 participation by members of the Baltic community, if you
12 look at the names on that list.

13 Many have already commented on this project as
14 part of this process, but many more are going to comment
15 before the end of this period -- comment period. This
16 project is -- really cuts at the heart of the Baltic
17 community and Latvian community here the Seattle -- Pacific
18 Northwest.

19 I think it's also important to note that if you
20 look at the attention at the open houses, it was primarily
21 Baltic people. But also we had an informational meeting,
22 before these open houses even happened, at the Baltic -- at
23 the Latvian center. Over 200 people attended that
24 information session, and that was on short notice in the
25 middle of summertime when people were on vacation. In fact,

I-196-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

1 a large part of the community was in Latvia celebrating a
2 national celebration there. So there is a big deal and has
3 gotten the attention of all of us.

4 The church and the center are extremely important
5 the us both culturally and socially. We think that it
6 should also be important to sound transit.

7 We're extremely disappointed, obviously, that the
8 draft EIS failed to acknowledge the social and cultural
9 aspects of our church and our center and its role here in
10 the Pacific Northwest.

I-196-001

11 I think there's one other thing I'd like to make
12 clear, we do not oppose this project. We -- if you talk to
13 members of our community, we're very supportive of the light
14 rail project and really feel that it's a project that needs
15 to be built. We just strongly believe that any option
16 selected can be modified in such a manner that the Latvian
17 center can continue to function during construction and
18 continue to function in its current location after
19 construction. We truly believe that's the case if people
20 are willing to look at options creatively.

21 I also want to remind folks -- and this is very
22 ingrained in our community -- the fact that we have been
23 subjected to eminent domain, the taking of our property,
24 once before. We had to rebuild this center once before. We
25 do not feel that it is fair to be subjected to that one more

I-196-001 | time again. We just want to exist at our current location
2 | and continue to do what we're doing right now, support the
3 | light rail project. Anything else short of allowing us to
4 | exist at our current location, continue to exist as a
5 | cultural hub and a social hub for the Baltic communities
6 | here in the Northwest would just be unacceptable to us.

7 | Thank you.

8 | MR. ROBERTS: Thank you, Gunars.

9 | Next, I have Edvins Circenis. And if I -- I'm
10 | sure that name will sound better when you say it and spell
11 | it than what I just did to it.

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1 MS. WIEST: Inte.

2 MR. ROBERTS: Inte.

3 MS. WIEST: And actually, it's Wiest.

4 My name is Inte Wiest, I-N-T-E, W-I-E-S-T. I live
5 at 2030-151st Place Southwest, Lynnwood, Washington. I also
6 am a member of the Latvian Lutheran church and Latvian
7 community. I'm the vice president of the Latvian
8 Association of the State of Washington and the secretary of
9 the Ladies League of the Latvian Lutheran church and the
10 assistant librarian at the library at our center.

11 Along with Edvins and many other Latvians, my
12 father and brother, who, by the way, lived in Shoreline,
13 worked many, many hours to help build this church on
14 evenings, after work, on weekends.

I-197-001

I cannot begin to tell you how important this
16 center is to me personally and to the whole Latvian
17 community and to many, many members of the Estonian and
18 Lithuanian communities as well.

19 People of all ages from prekindergarten children
20 who study at the Saturday school to pensioners who attend
21 services at the church and meet regularly at the center for
22 lunch and cultural programs, the young people who practice
23 folk dancing and give performances there, and people of all
24 ages singing in the choir, this is a vital place. Much of
25 our time away from our work and duties at home is spent at

I-197-001

Thank you for your concerns about the potential displacement or relocation of the Latvian Evangelical Lutheran Church and for highlighting its significance to the region's Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

I-197-001 center. It is a vital part of our existence and defines who
2 we are as Latvian Americans.

3 If we lose our church and community center a
4 second time, we lose part of ourselves. We need to find a
5 solution that lets us keep our church and community center
6 and allows Sound Transit to build the rail line to Lynnwood.

7 Thank you.

8 MR. ROBERTS: Dave Earling is going to pick up the
9 map so that we can provide them.

10 The next person listed to speak is Kenneth
11 Ralston.

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I-198-001

1 MR. DOLAN: My name is Chuck Dolan,
2 D-O-L-A-N. I live at 1220 Northeast 97th Street,
3 Seattle, Washington, 98115. I'm here as the membership
4 vice president of Horton Creek Alliance, and I'd like
5 Horton Creek Alliance to become a party of record for any
6 further communications on Section A and alternative
7 thereof.

8 A couple things I'd like to say is basically I'd
9 like to have the comment period extended. I think it's a
10 little bit brief for the massiveness of the document
11 considering I didn't really even know it had been
12 released until I saw notice of this meeting late last
13 week.

14 So I think extending the comment period for the DEIS
15 would be appropriate. And at this time, I think that's
16 all I'd like to say at this point. Thank you.

17 MR. LOVICK: Thank you.
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I-198-001

Sound Transit does not have a party of record designation for those interested in the project. Your address has been added to the project's mailing list, per this request. The public comment period for the Draft EIS was for an extended period of 60 days (45 days are required) from July 26, 2013 to September 23, 2013 to allow greater opportunity for public comment.

1 MR. LOVICK: The next person is Imants
2 Holmquist. Come forward, please.

3 MR. HOLMQUIST: My name is Imants Holmquist.
4 That's I-M-A-N-T-S, H-O-L-M-Q-U-I-S-T. I live at 1712
5 44th Avenue Southwest, Seattle, Washington, 98116.

6 I'm a member of the Latvian community. I attended
7 the Latvian School there for about 10 years in the '80s.

8 My grandmother is here. She left Latvian in 1941.

9 I was a member on the National Latvian Youth
10 Association's Board. We met regularly at the Latvian
11 Center here at the Lutheran Church.

I-199-001 I just want to express that the regional and
13 cultural significance of the church is something that is
14 invaluable, not just to Seattle, but also regionally and
15 nationally.

I-199-002 Many of the people tonight that will express
17 comments will start to talk about some of the impacts
18 it's had on the West Coast affiliations with the
19 Latvians, and some of the impacts that the track would
20 bring would be noise, of course.

21 It's a church. It's also a school. I have a 2- and
22 4-year-old, two daughters who attend the Latvian School
23 every Saturday, and I'd like for them to be able to hear
24 their classroom instruction. It'd be great if when they
25 join the choir or join the dance group, they could

I-199-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, the larger Baltic community, and those interested in Scandinavian studies.

I-199-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below these criteria. Sound Transit's policy is to mitigate moderate or severe impacts as per FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

The church was considered a noise-sensitive property, and the residences around the church are also noise-sensitive. For this reason, sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing WSDOT noise walls removed as part of the project will be replaced.

I-199-002 1 actually hear those activities as I did and as
2 generations before did.

I-199-003 3 There's an issue about ingress and egress that I
4 think needs to be worked around. I'd like it if the
5 committees and powers that be took a look at alternatives
6 to making it a viable route that preserves the Latvian
7 Community Center in its present state and allows for
8 continued use, whatever mitigation is required and
9 regardless of tracks you put in there, whether that will
10 be requiring additional property for ingress and egress
11 or installing different remediations and sound mitigation
12 strategies.

I-199-004 13 There isn't a way to express what this means to me,
14 and I think several other people here tonight will
15 express this as well, having watched our ancestors leave
16 Latvia under duress and come here and build a community
17 center in the '60s that was also taken for a park.

18 And now watching this process, we're eager to
19 cooperate, but we're also very eager to keep our
20 traditions, our heritage, and what is a great asset to
21 not only the city of Seattle, but the Northwest and this
22 country. Thank you.
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I-199-003

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-199-004

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community.

I-200-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

1 MR. LOVICK: Charlene.

2 MS. JAUNDALDERIS: My name is Charlene

3 Jaundalderis, C-H-A-R-L-E-N-E, J-A-U-N-D-A-L-D-E-R-I-S.

4 I reside at 11510 Fourth Avenue Northeast, Seattle,

5 98125.

I-200-001 6 I'm an American, but I've become an adopted Latvian
7 because I've been married to a Latvian for 50 plus years.
8 And being raised in a small community in Yakima Valley,
9 when I first came to the Latvian Association, I felt like
10 I was back home because it's one community within a large
11 city.

12 Since that time, they've included me in so many
13 things, and now I am involved in our annual rummage sale
14 that includes people from all over the Puget Sound.

15 People wait for it. We have increased attendance
16 every year. The neighbors are kind enough to take our
17 overflow of parking during that weekend, and it brings in
18 our revenue that helps us maintain the Latvian Center for
19 the year.

20 The other very vital function that we have during
21 the year is in November we have our Christmas bazaar
22 where the Latvian artists can bring in their things that
23 they've made and sell it to the community as well as the
24 parents love to come to that too because we have food and
25 entertainment, Latvian ethnic food and entertainment, so

I-200-001

1 this is an indication that it's not just the Latvians
2 that would be involved. It's also the American spouses
3 that are involved.

4 I also publish the Latvian telephone directory for
5 the State of Washington, which includes 700 plus
6 families, which gives you an indication of how many are
7 there. That's all. Thank you very much.

1 MR. LOVICK: Let's start with the first
2 person signed up, Lori Kirsis. You have three minutes to
3 comment, and we'll let you know when you reach the
4 one-minute mark.

5 Would you spell your name?

6 MS. KIRSIS: Sure. Lori, L-O-R-I, Kirsis,
7 K-I-R-S-I-S.

8 MR. KENNEDY: And if you could give your
9 address, too, please, for the court reporter, that would
10 be great.

11 MR. LOVICK: Yes. We will need full names,
12 spell the name and the address for the court reporter.

13 MS. KIRSIS: It's 5377 44th Avenue Southwest.
14 I just wanted to add a personal note to the comments
15 that you're receiving. I'm a member of the Latvian
16 community, and I have been a member of the Latvian
17 community my entire life.

18 The Latvian Church and Community Center has always
19 been a part of my life. I've been involved with many
20 events through my life there. I was married there. I'm
21 a member of the Latvian choir. We practice and perform
22 there.

I-201-001 I'm involved with fundraising for the community
24 center and the church. I just want you to know it's a
25 very vibrant community center, and it really will be

I-201-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-201-001 | severely affected by the current proposal, and making the
2 | Latvian Church and Community Center inaccessible is just
3 | not acceptable. Thank you.

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1 MR. LOVICK: Does anyone else wish to
2 comment? Step to the microphone, please.

3 MR. ORR: My name is Michael Orr, 1618
4 Bellevue Avenue, No. 302, Seattle, Washington, 98122.

5 I've got some notes here, but I don't really have a
6 prepared speech. I think link in general and the
7 Lynnwood extension is vital.

8 I don't have a car. I don't have a driver's
9 license. It's difficult to get around on the buses. You
10 really feel like a second-class citizen, and it limits
11 the places that you can live and the jobs that you can go
12 to.

I-202-001

Link is the biggest step forward we've ever had in
14 this city. I think we need to do it. I think 138th
15 Station is vital because it gives the opportunity for us
16 to get to Lake City and northwest Seattle, two places
17 which are kind of isolated from the rest of the city.

18 Regarding 145th and 155th Stations, there's good
19 arguments both ways on those. I'm not really sure which
20 is better. 145th is probably a little bit easier to zone
21 with DOT, but 155th is more pedestrian friendly.

22 It doesn't have a lot of traffic congestion, and
23 it's closer to 155th and Aurora. So geographically, that
24 would be a better place if Shoreline is willing to do
25 that.

I-202-001

Sound Transit notes your general support for the Lynnwood Link Extension project and your comments on the advantages and disadvantages of the proposed locations for light rail stations in Segment A.

I-202-002

1 The Mountlake Terrace Station I think needs to be on
2 the east side of the freeway for better walking distance
3 to the Mountlake Terrace City Center, which is a
4 five-minute walk through the park. But if the station is
5 on the freeway, it makes it a seven-minute walk, which is
6 going to dampen the ridership.

7 The 220th station I don't know that much about, but
8 it may be a good idea if Snohomish County residents want
9 it.

I-202-003

10 For Lynnwood station, I support either the north or
11 the west sides of the transit center because, again,
12 those are better walking distance to the city center.

13 I don't support the park and ride location because
14 it's a further walk from the city center, and there's no
15 median walk shed. The park and ride is on one side and
16 I-5 is on the other.

I-202-004

17 And finally, please don't give too much weight to
18 the comments about Scriber Lake impacts or what you heard
19 about the Latvian Center because we have to look at the
20 impacts of a million people and their need for rapid
21 transit and their need to be able to walk and bus to the
22 rapid transit. That needs to trump any existing
23 locations that serve a smaller number of people. That's
24 all I have to say.
25

I-202-002

Your comments stating your preference for the Segment B alternatives that place the transit station east of the highway and not in the middle of the highway median are noted.

I-202-003

Sound Transit acknowledges your preference for either Alternatives C1 and C2 over Alternative C3 due to proximity to the Lynnwood city center.

I-202-004

Sound Transit appreciates your support. Sound Transit has modified the project design to minimize impacts as much as possible on Scriber Creek Park and wetlands, and the Seattle Latvian Evangelical Lutheran Church.

1 MR. LOVICK: And the next person is Lukas.

2 MR. PETERSONS: My name is Lukas Petersons,

3 L-U-K-A-S, P-E-T-E-R-S-O-N-S. I reside at 300 North

4 130th Street, Unit 1201 in Seattle, Washington, 98133.

5 I'm a member of the Seattle Latvian community, and
6 my parents are the caretakers of the Latvian Church and
7 Community Center and have been for the past 20 plus
8 years.

I-203-001

Sound transit's EIS is proposing to run the North
10 Link Extension through our church's property and one of
11 the alternatives is calling to eliminate our center all
12 together.

13 I wanted to speak on record so we could explain how
14 much this church and community center means to myself and
15 our greater Latvian community.

16 First, our church and community center serves as a
17 living family tree. Our Seattle Latvian family tree is
18 not only something replicated on a piece of paper. It is
19 a living, breathing part of this community.

20 The center is a gathering place for Latvian
21 children, teens, adults and seniors alike. It is a place
22 so important to our community and Latvian families, that
23 it is a family tree that cannot and will not be uprooted.

24 Second, the DEIS understates the significance and
25 important of our church and community center. The center

I-203-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Please see Section 2.5.1 of the Final EIS for a description of the refined Segment A alternatives that avoid displacing the church.

1 serves our Latvian community as a church, a gathering
2 place, a school and a facility to many Latvian community
3 groups that exist in our state.

4 In addition, it also serves as a gathering place for
5 other Baltic Seattle communities, including the
6 Lithuanians and Estonians.

7 Now I'd like to speak on why it is important to me.
8 First, I moved here when I was eight years old and my
9 parents were asked by the church to care take the center.
10 Their home sits on the church property.

11 With the proposed EIS alternative, it will not only
12 affect my church, but it will also affect my childhood
13 home. In addition, many Seattle Latvians live near the
14 church in order to be close to the center, which serves
15 as our home base to our very strong community.

16 Second, I attended and graduated the Seattle Latvian
17 School along with many young Latvian children in our
18 community. The school helps to strengthen our community
19 and provides cultural preservation.

20 Third, there are many different ways that I have
21 myself taken part in our Latvian community, all
22 activities of which were held at our center and church.

23 I graduated from the Seattle Latvian School as well
24 as taught the 4- to 5-year-old class at the Latvian
25 School for four year.

I-203-001

I-203-001

1 I folk danced with the Seattle Latvian Folk Dance
2 Group for seven years, and all of the practices were held
3 and continue to be held at the center. I play Santa
4 Claus in the Seattle Latvian School's Christmas program,
5 and I have witnessed young Latvian children's excitement
6 about how much they love the center and school.

7 I have participated in many events there as part of
8 the catering team, which hosts celebrations on occasion
9 for many local Seattle Latvians, including weddings,
10 funerals, graduation and all the like.

11 I volunteer at many different community events,
12 including our annual Latvian rummage sale and annual
13 Christmas bazaar, both of which are well liked by the
14 Seattle community at large.

15 In conclusion, the Seattle Latvian Lutheran Church
16 and Community Center is and has been an important part of
17 my life. It was a place that was built, maintained and
18 loved by Latvians.

19 It has helped to shape my life and served as a
20 symbol of strength for all of us. Our community strongly
21 bands together to protect the heart of our community.
22 Thank you. Also, check out our Facebook page at Save
23 Seattle Latvian Church Center. Thank you.

I-204-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

1 MR. LOVICK: Is there anyone else who wishes
2 to comment?

3 MS. PETERSONS: Good evening. I am Nikol
4 Petersons, N-I-K-O-L, P-E-T-E-R-S-O-N-S.

5 I just wanted to say I am part of the Latvian
6 community, which most of us here in this room are if you
7 haven't noticed yet.

I-204-001 8 I just wanted to say that with the plan of the link
9 rail and its running from Northgate to Lynnwood, I feel
10 like it's a great idea.

11 However, taking away from our cultural environments,
12 our church and things of that nature, I just don't feel
13 like you guys may have taken a better look at exactly how
14 the cultural significance of our center represents this
15 community.

16 I was born in Milwaukee, Wisconsin. I moved when I
17 was nine months to Alaska where there is another Latvian
18 community up there.

19 My grandfather built a bunch of houses out there,
20 and in turn my parents were offered the job as the
21 caretaking -- they were offered the job to care take for
22 the Latvian Community Center. I moved here when I was
23 four years old.

24 The first language I knew how to speak was Latvian
25 language. It was very instilled in our family. My

I-204-001

grandparents, that's all they spoke to me growing up. I
actually didn't realize that my grandfather knew how to
speak English. I only thought he could speak Latvian.

Anyway, I just wanted to say that I really think
that the significance and importance of our center is not
only for the Latvian community, but the city of
Northgate, this whole neighborhood. We do a lot for them
and have our rummage sales and stuff like that. Anyway,
that's all I wanted to say.

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1 MR. LOVICK: Eric.

2 MR. RAISTERS: Thank you. My name is Eric
3 Raisters, E-R-I-C, last name is R-A-I-S-T-E-R-S, address
4 is 10507 64th Place West in Mukilteo.

I-205-001 I am one of many of the Latvian community who are
6 from all the counties of Washington. I also participate
7 in the Folk Dance Group. We've had people that have come
8 as far away as Bellingham and as far away as Aberdeen to
9 participate in that group, so it brings together the
10 community from all over.

11 I think you hear it from the emotions that are here
12 exactly what the meaning of this center is and the lack
13 of that is being brought out in the DEIS.

14 What I would like to comment on more than anything
15 else is thank you to both of you gentlemen, and also in
16 the first case of the comments period to the mayor who
17 saw fit to come and find out about this.

18 I'm a little sad that in Sound Transit, the
19 DEIS requirements, only one of the board members needs to
20 be present at each one of the four comment periods, which
21 means very few of them will actually get the emotion and
22 get the information you need to base this decision.

23 I'm sorry that the requirement isn't that all the
24 board should attend every single one of these at some
25 point, and so I thank you two gentlemen for that.

I-205-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

I-205-001

I hope you hear what is being said by the people
here, and that's all I have to comment on. Thank you.

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I-206-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

1 MR. LOVICK: And the next person is Inese
2 Raisters.

3 MS. RAISTERS: Good evening. Hopefully, you
4 can hear me. My name is Inese Raisters, I-N-E-S-E,
5 R-A-I-S-T-E-R-S, address is 10507 64th Place West in
6 Mukilteo, Washington. Please don't hold that against my
7 three minutes.

I-206-001 I wish to make some comments to the Sound Transit
9 Board tonight from a Seattle Latvian folk dancer's
10 perspective. I am a proud American of Latvian heritage,
11 who happens to have a passion for dance.

12 I'm also a member of the Seattle Latvian Church as
13 well as a community member, and I do also sing, but
14 tonight my story will be about dance.

15 I started dancing in Seattle Latvian folk dance
16 ensemble Trejdeksnitis, which was founded in 1962. I
17 directed the group for 15 years from 1992 to 2008, and
18 I'm still a dancer in the group.

19 Trejdeksnitis just returned from participating in
20 the fifteenth Latvian Dance Festival held in Riga, Latvia
21 at the beginning of July. There were 25 of us there, but
22 the group usually has around 30 people in it in any given
23 year.

24 Trejdeksnitis has performed at Northwest Folklife on
25 numerous occasions as well as at downtown Seattle Public

I-206-001 Library and at Skandia Midsommarfest, both in Poulsbo and
2 at the newer St. Edwards State Park location.

3 Our group depends on having the Seattle Latvian
4 Center as our rehearsal stage as well as for our annual
5 performances, which serve as fundraisers to travel to
6 many of the festivals we dance at.

7 I can't even imagine, nor would I want to what would
8 happen to the weekly activities of this wonderful group
9 if the Seattle Latvian Center is no longer accessible to
10 Trejdeksnitis.

11 We have persevered for 51 years so that we may
12 continue to demonstrate and engage in our rich Latvian
13 cultural heritage.

14 At least four of our members have created numerous
15 award-winning dances at festivals across the U.S. and
16 Canada. Some of our former dancers have moved to other
17 American cities and in turn led the Latvian dance groups
18 there.

19 Our members range in age from teenagers to what you
20 see standing in front of you. Our young dancers are
21 spending their time learning dances, often with intricate
22 steps, learning about the multifaceted choreographies of
23 Latvian dances.

24 They are keeping physically fit, not playing video
25 games or channel surfing on the couch at home, and they

I-206-001

1 dance their craft with passion and enthusiasm, thoroughly
2 enjoying the chance to participate and also of course
3 socialize with one another.

I-206-002

4 I urge the Sound Transit Board to consider
5 alternatives that allow the Seattle Latvian Community
6 Church and Center to remain active and giving back to the
7 Northwest community.

8 Even a prolonged construction phase is bound to have
9 a profound effect on the many activities that take place
10 at our center. I represent merely a small portion of all
11 that goes on.

12 In today's economic climate, a relocation of our
13 center is not feasible, and the loss of it again is
14 simply unfathomable. I thank you for your consideration
15 and for listening, and now I beg that you hear us. Thank
16 you.

I-206-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other alternatives.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations. Construction period mitigation is also defined for each environmental topic, and Sound Transit anticipates that the center's activities would be able to continue during construction.

1 MR. LOVICK: Gunars Sreibers. Please give
2 your name and your full address.

3 MR. SREIBERS: Thank you. My name is Gunars
4 Sreibers, that's G-U-N-A-R-S, last name, Sreibers,
5 S-R-E-I-B-E-R-S, and I'm representing the Latvian
6 Lutheran Church and Community Center located at 11710
7 Third Avenue Northeast in Seattle.

I-207-001 8 The Baltic community as a whole is extremely
9 disappointed with the Draft EIS's lack of recognition for
10 the social and cultural contributions of our community
11 and that this facility provided to Seattle and the
12 Pacific Northwest.

13 The center is the hub for all activities Baltic
14 throughout the region. It is used by and truly
15 represents thousands of individuals of the Baltic
16 heritage and their friends.

17 The Draft EIS fails to address any of the
18 construction impacts or long-term operating impacts that
19 the light rail project will have on the numerous ongoing
20 events and activities that take place at the center.

21 The center serves the Latvian, the Lithuanian and
22 Estonian communities, providing multiple programs ranging
23 from toddlers to seniors. It is a focal point for a
24 multitude of religious, cultural, educational and
25 political activities which are Baltic.

I-207-001

Thank you for your comments describing the importance of the Latvian Church and community center to you and the Baltic community, as well as providing some historical context. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

During project construction, the Latvian Evangelical Lutheran Church and its uses would have temporary impacts, but church and community center functions would be maintained. See Section 4.4 in the EIS, which discusses construction and operation impacts on social resources within the project study area.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations. Construction period mitigation is also defined for each environmental topic, and Sound Transit anticipates that the center's activities would be able to continue during construction.

I-207-001

Just to give you a glimpse of the activities that occur at this center, the church services are conducted in three separate languages. The church services are each conducted independently in Latvian, Lithuanian and Estonian languages.

Special social events and unique cultural holidays are celebrated at this facility. The Children's Latvian Language School meets regularly here and has been in existence for over 60 years now.

The facility is used by national and internationally-recognized drama groups, choir groups and is also a center where actors come and give plays from Latvia.

It is a meeting place for fraternal groups representing the university students and sororities and fraternities from the University of Latvian. It is also an activity center for numerous senior groups.

The facility is used for Latvian sewing and cooking classes, and then it's used as a polling place for Baltic elections and for greeting ambassadors and presidents coming to this country and visiting Seattle.

The center serves as an organizing hub for the establishment of the Baltic Studies Program at the University of Washington and continues to be an ongoing funding source for that program.

I-207-001

Any actions that temporarily or permanently disrupt activities at the center is unacceptable to the Baltic community. Any options to close or move the center will be devastating, and in all likelihood lead to the demise of many, if not all the current activities.

In reality, it will end the Baltic community presence in the Northwest and the cultural richness it brings to the Northwest and to Seattle. The center must, and I emphasize must continue to function at its current location.

One last note, the Latvian Center and in fact the entire Baltic community has already suffered through one eminent domain taking.

In 1969 the original Latvian Center purchased in 1955 was taken from the Baltic community when the city of Seattle elected to construct the Wallingford playfield on that property.

MR. LOVICK: Sir, you need to summarize your comments.

MR. HOLMQUIST: I'm just about done.

Through an outpouring of generous donations and volunteer labor by the Baltic community members, the current facility arose to replace what was taken from us. We cannot fathom being subject to another taking. Thank you.

1 MR. LOVICK: Next is Dzidra.

2 MS. UPATTS: My name is Dzidra Upatts. I'm a
3 member of the Latvian Lutheran Church and also the
4 Latvian Center.

I-208-001 I will speak very emotionally because I don't know
6 how much you know about history. We are a small group of
7 small Baltic countries. The Second World War ended very
8 badly for us when our countries were taken over by the
9 Soviet Union and many of us were running for our life.

10 When I left Latvia, I had two pairs of stockings and
11 my rain coat, and I had a safety pin so I don't lose
12 them. I had a backpack, and I had -- I don't know how
13 you call it.

14 I will be 89 this year. In this church, I met my
15 husband, and I got married in this church. This is the
16 church that my daughter went to school, and she was
17 confirmed later.

18 I want to say whatever happens, don't destroy this
19 church because we can't repeat that because many people
20 who work there, it's like a refuge for us. Whatever you
21 will do, don't destroy it, please.
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I-208-001

Thank you for your comments describing the cultural importance of the church to you and the community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-209-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

1 MR. LOVICK: Is there anyone else who wishes
2 to comment? Please step up to the microphone and state
3 your name and give your address.

4 MS. VETTER: My name is Sandra Vetter,
5 S-A-N-D-R-A, V-E-T-T-E-R. I'm a proud U.S. citizen, and
6 I'm also proud of my Latvian heritage.

I-209-001 7 I moved to Seattle in 1978 when I was 21 years old,
8 and I discovered the Seattle Latvian Center and Church in
9 the early 1980s when I started attending the annual
10 Christmas bazaar, which is held each year in early
11 November.

12 It satisfied my hunger for the taste of the food and
13 the sound of the Latvian language. I joined the Seattle
14 Latvian Folk Dance Group, Trejdeksnitis, in 2002 and have
15 been a member ever since.

16 We rehearsed at the wonderful hall at the center
17 each week for three hours from September through June or
18 July. We're able to learn and share the richness of
19 Latvian music and dance by performing at key events in
20 the Seattle Latvian community as well as for local
21 community events, such as the Northwest Folklife
22 Festival.

23 We also perform at the North American Latvian Song
24 and Dance Festival, and of course the epic Latvian
25 National Song and Dance Festival in Riga.

I-209-001

1 This last summer we had the thrill of participating
2 in the Song and Dance Festival, enjoying the largest
3 group of participants in the history of the festival.
4 Over 40,000 singers, dancers, musicians and artisans.

5 Our ability to travel was due in large part from the
6 support and guidance of the Seattle Latvian Community
7 Center and its numerous organizations.

8 Being able to be a part of something so culturally
9 significant is something the younger generation should be
10 able to look forward to. There would be a huge void if
11 this Latvian Center home no longer existed.

12 Because I see the importance of learning and sharing
13 cultural heritage, over the years my involvement in the
14 Latvian community has deepened.

15 I've studied Latvian language at the UW Baltic
16 Studies Program, which has strong ties to the center. My
17 daughter attended the Latvian Seattle School for two
18 years and also joined me in the dance group for four
19 years.

20 I've been seen singing with the Latvian Vocal
21 Ensemble for the two years. This wonderful collection of
22 singers and our dedicated director rehearse at the center
23 weekly and perform for church holidays and important
24 cultural gatherings.

25 I volunteer for events and fundraisers as I can to

I-209-001 | support the hard-working, dedicated and resilient people
2 | that are the roots that keep the American Latvian
3 | community alive.

4 | The center is a beacon for Latvian Americans in the
5 | Pacific Northwest and needs to continue to act as a
6 | cultural hub and needs to be a hub for social and
7 | cultural gathering to provide people with the
8 | opportunities to network with one another, allowing
9 | experiences and information to be passed around.

10 | The sharing of ideas is arguably one of the most
11 | important facets of a progressive society as it promotes
12 | collaboration amongst people and helps define what is
13 | commonly called --

14 | MR. LOVICK: Sandra, you need to conclude
15 | your comments.

16 | MS. VETTER: I have one sentence -- which is
17 | commonly called community. The unity of the Latvian
18 | community has played a huge role with preserving its
19 | culture over time.

20 | It needs to remain as a beacon of culture,
21 | especially as younger generations may find a need to
22 | become educated about their heritage. Thank you.

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1 MR. LOVICK: And next is Barbara.

2 MS. ZEPEDA: I'm Barbara Zepeda, Z-E-P-E-D-A,
3 and I live in the middle of Seattle. I've spent all my
4 life fighting freeways in this city.

5 A lot of my friends are dead. They lived out here.
6 All the people from the north end in Lake City all the
7 way down into Seattle have done what none of our elected
8 officials have done, and that is try to get withdrawal
9 and substitution and build transportation and not
10 asphalt.

I-210-001 The legal announcement of this meeting said it was
12 on 15th Northeast, and to me this is very typical of the
13 way we do our politics in the city.

I-210-002 There's no numbers here about the cost. There's not
15 even any mention of what I just heard because I was late
16 driving over here. I figured out it was here instead of
17 over on 15th.

18 We use four times our allotted amount of energy.
19 Europe uses twice as much as the world environmentalists'
20 assessment of energy use per capita.

21 We use four times what most people in the world use,
22 and half of our energy use is to get back and forth to
23 work in urban areas of a million people.

24 These are figures we had when those of us were
25 fighting for rail in the '60s and '70s. We in the

I-210-001

Sound Transit used several methods to advertise the Draft EIS public open houses and hearings that included the accurate address, including project website, postcard notice, print and web ads, email to the project listserv, posters, community calendars and blog advertisements. The name of the facility at which the meetings were held was also included so that people have all the information they need to find it. The legal ads placed in the newspaper used the correct address.

I-210-002

Project costs are discussed in both the Draft EIS and Final EIS in Section 2.7 of the Alternatives Considered chapter and in Section 5.3 of the Evaluation of Alternatives chapter.

1 Democratic Party got withdrawal and substitution into the
2 law through Magnuson, but all the elected officials
3 except for Royer refused to allow us to be on the ballot
4 to build rails like Portland did.

5 They got their 18 miles of rail for less than a
6 billion dollars. We're so stupid that we're building an
7 internal combustion tunnel that's four times in diameter
8 and 10 times the cost of a subway system tunnel.

9 We still do not have rail transportation as an
10 alternative. In fact, we have to have a car because we
11 design parking lots to use our transportation system, our
12 public transportation system.

13 This is so insane, but it is the obvious result
14 because the only time any of our national media actually
15 printed the facts about the conspiracy was in February of
16 '81 in Harper's magazine.

17 This was a lawsuit because all of the rail was built
18 by the municipal ownership and populace that took over
19 urban areas and built inner city rails at the beginning
20 of the last century.

21 They did it because they wanted to have jobs and
22 small business that made communities, and now what we
23 have is a system where this is no people who run the
24 transportation system, who design it --

25 MR. LOVICK: Barbara, we're going to have to

1 ask you to wrap up your comments, please.

2 MS. ZEPEDA: We have to have subways. We
3 have to have real rail systems. We can't be building
4 parking lots and paving over all of our land and making
5 everybody use a gallon of gas every day just to get back
6 and forth to work.

1 LYNNWOOD, WASHINGTON; WEDNESDAY, AUGUST 21, 2013

2 5:50 P.M.

3 --oOo--

4 MR. BARTHOLET: My name is David Bartholet,
5 B-A-R-T-H-O-L-E-T. I live at 20316-52nd Avenue West,
6 Lynnwood, Washington 98036.

I-211-001 My concerns with the C1 and C2 route is that it
8 will directly affect many houses, families, and the
9 properties that we've worked so hard to buy and own and
I-211-002 maintain. I feel the C1 and C2 route would affect the
11 wetlands that are nearby, the public access that our
12 families use to walk -- to walk our pets and to just enjoy
13 the wetlands that are there.

14 Years ago there was a lot of money put into
15 maintaining and enhancing the wetlands. And we'd kind of
16 like to keep it that way. So in short, I propose the C3
17 route be the best alternative for everybody involved.

18 That's it.

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I-211-001

Sound Transit noted your concerns about the neighborhood impacts of Alternatives C1 and C2.

I-211-002

Thank you for stating your concerns about the C1 and C2 alternatives' impacts on the Scriber Creek park and wetland area and your support for Alternative C3. The Preferred Alternative in the Final EIS is a modified version of Alternative C3. See Chapter 2 for further details.

1 MS. ESCAMILLA: Escamilla.

2 MR. ROBERTS: Thank you.

3 MS. ESCAMILLA: Hello. So --

4 MR. ROBERTS: Can we just -- could you go ahead
5 and spell your name.

6 MS. ESCAMILLA: I will. I will. Okay.

7 MR. ROBERTS: Okay, good. And your address.

8 MS. ESCAMILLA: So it's D-E-R-I-C-A; last name,
9 Escamilla, E-S-C-A-M-I-L-L-A. My address is 20806-52nd
10 Avenue West. So I'm right on the corner of 52nd and 208th
11 Street.

12 And just for some context, can I get a show of
13 hands of everyone that lives on 52nd Avenue West?

I-212-001 14 Okay. I would like to ask Sound Transit how you
15 would feel sitting in your living room looking out your
16 window at an elevated structure right across the street from
17 your house? I have measured it, and it is approximately
18 70 feet from the corner of my fence line where the elevated
19 structure would go in. I measured it with your figures, and
20 it's -- it's within, like, five feet.

I-212-002 21 And so my big concern, I read through the whole
22 draft EIS, and I just feel like there's not enough -- I'd
23 like to see a figure that talks about, in distance to the
24 footings of this elevated structure, what are the vibration
25 impacts going to be, since I am so close.

I-212-001

This concern is consistent with the Draft EIS discussion of impacts on page 4-81, which concludes that the elevated guideway at this location would visually intrude upon the integrity and unity of this residential area and result in high level of change in visual quality. The Draft EIS discussed potential mitigation measures for visual quality impacts in Section 4.5.6. Proposed mitigation measures for visual quality impacts are refined in the Final EIS Section 4.5.6. The Preferred Alternative does not follow 52nd Avenue W.

I-212-002

There were few locations with vibration impacts in the corridor, and all impacts above FTA criteria will be mitigated. Attachment D, Vibration Impacts by Build Alternative, of the Noise and Vibration Technical Report lists the projected vibration levels, the distance to the nearest track and the FTA threshold for vibration impact (i.e., criteria) for each vibration sensitive receiver by alternative. Vibration impacts are expected when the projected vibration levels are equal to or greater than the FTA criteria. The table in Attachment D identifies the projected vibration levels in bold face font (in red) wherever vibration impacts are expected.

I-212-002 The corner of my house on 52nd and 208th Street is
 2 already settling naturally, very little, but it's settling.
 3 So I'm wondering, when this structure comes in, with that
 4 vibration -- I mean, I'm not seeing any -- there's a lot
 5 of -- I mean, I'm an environmental scientist, and I can read
 6 through this pretty good. But I'm reading through the
 7 technical vibration and noise thing, and it's like German.
 8 I mean, I'm not really getting a layman term or a figure
 9 that's telling me what this impact could be to my home.

I-212-003 Another thing is, of course, I'm concerned about
 11 the sound. It's kind of a traffic area already. But with
 12 the windows closed -- good windows -- it's okay. It's
 13 livable. But with this structure right outside my living
 14 room and the turn not even two, three houses down by the
 15 River of Life church, I read that there is going to be the
 16 wheel squeak. And like this gentleman said, with
 17 engineering over the years, that could be a major issue.

I-212-004 I voted for this. I am all for it. I'm against
 19 C1 and C2 because of the impact to the residential houses
 20 along the 52nd Avenue West. I am definitely for C3. And if
 21 you are going to chose C1 or C2, I feel like there needs to
 22 be more single -- you guys are acting like, Oh, well,
 23 because they're on that side of street, you know, there's
 24 this minimal impact.
 25 It's almost -- you may as well have put it on our

I-212-003

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below these criteria. Sound Transit's policy is to mitigate moderate or severe impacts as per FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing WSDOT noise walls removed as part of the project will be replaced.

Wheel squeal only occurs on tight radius curves, not on a straight track, like the ones along this segment of the corridor. For areas with tight radius curves, trackside lubrication will be used to mitigate wheel squeal.

I-212-004

Thank you for your comments stating your overall support for the Lynnwood Link Extension project and your opposition to Alternatives C1 and C2 and reasons why.

I-212-004 side of street. It's the same thing. It's still going to
2 be there. We're still going to see it. We're still going
3 to feel the effects environmentally, physically, and
4 aesthetically. And I really feel like there needs to be
5 more focus on us single-family residential homeowners that
6 live along 52nd Avenue West.

7 That's all I have to say. Thank you.

8 MR. ROBERTS: Thank you.

9 So those are all of the persons who have signed up
10 for comment. Is there anyone who would like to make a
11 comment? Please come to the mic.

12 Or if not, I just want to make sure you know that
13 there are all sorts of ways to comment. We're going to be
14 here tonight until eight o'clock to answer questions or if
15 you want to look at a little more of the detail or talk
16 about some of the concerns that you have. So those are all
17 available to you.

18 Is there anyone else who would like to address us
19 tonight?

20 Please come forward and give us your name and
21 address please. And if you wouldn't mind, spell it.

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1 MS. ESCAMILLA: Can I add something really
2 quickly, please?

3 MR. ROBERTS: Sure. Really quickly.

4 And then I want to invite you all --

5 MS. ESCAMILLA: I forgot -- really quickly --

I-213-001 there was mention of nighttime construction. And so if, God
7 forbid that C1 or C2 get chosen, I just wanted to make the
8 comment that nighttime construction is just completely
9 unacceptable.

10 I mean, like that gentleman said, we don't work
11 all day to come home and not be able to sleep at night or
12 not be able to get into my driveway. I have a hard enough
13 time getting into my driveway in the current conditions,
14 much less with -- under construction during the day and road
15 closures and nighttime construction. So I just wanted to
16 say that I might have a heart attack.

17 Thank you.

18 MR. ROBERTS: Thank you.

19 Thank you all for being here tonight. And
20 please -- if you have questions, please -- our staff will be
21 here until eight tonight to continue to answer them, take
22 comments.

23 Thank you very much.

24 (Proceedings concluded at 8:00 P.M.)

25 -oOo-

I-213-001

For construction, the local construction noise ordinance would be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. Further, construction noise for this project is similar to construction noise for a paving project, building construction or any other construction project and Sound Transit works with local residences and business to minimize construction impacts.

For nighttime construction, which may occur during some periods due to the heavy volumes of traffic on I-5 and other arterial roads, a noise variance would be required from each of the cities where construction would be performed. During that time, Sound Transit will work with the local jurisdiction to arrive at construction specifications that minimize construction impacts to nearby communities. Whether construction occurs during the day or at night, Sound Transit would maintain access to adjacent properties.

1 MR. GOODMAN: Hi. My name is Eric Goodman. I
 2 live at 8010-181st Place in Edmonds. I'd like to speak
 3 today --

4 MR. ROBERTS: Would you mind spelling your name?

5 MR. GOODMAN: Eric, E-R-I-C; Goodman,
I-214-001 6 G-O-O-D-M-A-N. I'm a strong supporter of this project. I
 7 look forward to having light rail come to Lynnwood. I do
 8 use the light rail, sometimes, that exists now.

9 I agree with many of the other commenters that C3
 10 is probably the best alternative through Lynnwood because it
 11 has the least impact. I also believe that C3 is good for
 12 pedestrians. Especially if you could link it to the
 13 pedestrian bridge that currently crosses 44th Avenue. I
 14 think it will have a better linkage for pedestrians into the
 15 core of what Lynnwood foresees as their downtown.

I-214-002 16 And the other topic I wanted to speak about is the
 17 220th Street station. I think it's important to have a
 18 station there at some point in the future to serve the dense
 19 employment in that area. I don't know that the alignment as
 20 it's projected right now is -- is the best. I'd like to see
 21 something lower, closer to grade, maybe under the street
 22 rather than over it.

23 And I understand that the ridership and the cost
 24 may make it so that that station doesn't pencil out at this
 25 point in time. But a lot of employees in that area actually

I-214-001

Your comments stating your overall support of Sound Transit's light rail expansion program and your support of Alternative C3 are noted.

I-214-002

Thank you for your comment stating your support for the construction of a light rail transit station at 220th Street SW under Alternative B2A.

Alternative B2A would be at-grade until south of the station. The guideway would be elevated to go over both the southbound on-ramp to I-5 as well as 220th Street SW and then continue with at-grade and cut-and-fill sections depending on topography as the route continues to the north. The Final EIS also evaluates an option for a potential station on the south side of 220th Street SW with the Preferred Alternative, as described in Chapter 2.

I-214-002 | come from the north, so I would like you to study what
2 | happens in the future as light rail is extended up to Ash
3 | Way and eventually, maybe to Everett. If that station
4 | becomes more viable, possibly we don't build it now, but we
5 | allow for it to be built at a point in the future when it
6 | draws more ridership.

7 | So thank you all for your work in being here, and
8 | please choose less impact.

9 | MR. ROBERTS: Thank you.

10 | Next, we have Jeff Shannon.

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1 MS. KINMAN: Karen Kinman. And it's 5308-202nd
2 Place Southwest.

3 And I just wanted to -- I was really -- I'm really
4 happy to hear the comments tonight because I wasn't really
5 clear on all the different alternatives. And now it's
6 crystal clear.

7 I mean, when -- I guess what I want to talk a
8 little bit about is just living in Lynnwood. And it's not
9 the kind of place you really think about, I'm going buy a
10 house and live in Lynnwood. You just end up living here
11 sometimes. We raised our kids here. We raised our kids and
12 we -- it's just like the best place to live. And this
13 neighborhood that we ended up in is where everybody is
14 making comments on. It has such a character and has such as
15 culture to it.

16 We -- you know, my kids when they went to college
17 and come home with their friends, they'll take them to Talay
18 Thai and Kalia or JD's Market. And there's just a friendly
19 diversity and trees and all of the wildlife that everybody
20 talks about. It's not -- the feel is not big trains
21 overhead, Bellevue sky rises and stuff. The feel is quaint
22 and hometown.

I-215-001 | 23 And you know, it's fine if they want to make a
24 city center, but I think there's other ways we can get
25 people from the city center to the bus or the train station

I-215-001

Thank you for expressing your concerns for potential impacts to residences, businesses, and landscaping as a result of constructing one of the Segment C alternatives for the Lynnwood Link Extension project. The Draft and Final EIS analyze the potential impacts of project alternatives in Section 4.1, (acquisitions), 4.3 (economics), and 4.5 (visual impacts). The Final EIS includes mitigation measures refined since the Draft EIS.

I-215-001 without tearing out businesses and people's homes and

2 ruining the scenery and the trees.

3 I guess that's about all. Thank you.

4 MR. ROBERTS: Thank you. Thank you.

5 Yes?

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8/21/2013

I-216-001

Your preference for Alternative C3 is noted. Section 4.3 of the Draft and Final EIS address potential property value impacts.

1 MR. LOVITT: My name is Douglas Lovitt. My
2 address is 5321-202nd Place Southwest in Lynnwood.

3 MR. ROBERTS: Would you mind spelling that?

4 MR. LOVITT: Yeah. It's L-O-V-I-T-T.

5 I am about four -- about four blocks from the most
6 heavily-impacted area. Many of these people here tonight
7 are my neighbors. And I want to say that I did have -- I
8 did have an absolutely wonderful meeting with people in the
9 Cedar Creek Condominiums the other night. And I have to
10 tell you, I'm really surprised at their openness and
11 willingness to want to see Sound Transit in Lynnwood. It --
12 throughout the entire community, I am hearing things that
13 people want transit here.

I-216-001

14 But what I am hearing is that the one route, the
15 C1 route -- and C2, which cuts through the middle of the
16 park, those are such high-impact routes and so high-cost
17 routes. I don't hear anything about impact -- impacts to
18 property values. I hear a lot about environmental impacts.
19 All of those are legitimate. And all of that stuff can be
20 minimized simply by going with C3.

21 C3 keeps the corridor -- the transit corridor
22 to -- located in an area where we already have transit. We
23 already have I-5. It minimizes the noise impacts; it
24 minimizes the environmental impacts; it minimizes the
25 property values; it minimizes the litter, the graffiti, all

I-216-001 | of the -- all of the impacts that we would have with C1 or

2 | C2.

3 | So I applaud my neighbors for coming up here
4 | tonight and being here tonight. I -- it takes a -- it takes
5 | a great deal of fortitude and courage to get up here and
6 | speak. And I appreciate the comments. I hope Sound Transit
7 | is listening.

8 | Thank you.

9 | MR. ROBERTS: Thank you.

10 | Is there anyone else who wishes to address us
11 | tonight?

12 | Yes, sir. If you'll give us your name, and spell
13 | it, and your address. Thank you.

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1 MR. MAYES: My name is Mike Mayes, M-A-Y-E-S. I
I-217-001 own a company called Mayes Testing Engineers, and
3 unfortunately, C2 goes right through my building. So
4 obviously, I don't like that one.

5 I think the gentleman before me was pretty
6 eloquent. I also support the light rail. I see no reason
7 for C1, C2. That's a really nice residential street. It --
8 C1 takes my parking away. It -- it really screws up all
9 those businesses right there. And I would hate to have a
10 house there. I can't imagine what people who live on that
11 street would think about this, to have this 40-foot massive
12 structure come there through there.

I-217-002 C3 seems to be mostly undeveloped land. It seems
14 to be a straight shot. I've heard that, you know, people
15 might have to walk a little farther, but it seems like that
16 could be easily mitigated by rearranging the bus line.

17 So I'd say build C3, seems to be way to go. It's
18 the right -- the right approach. And it would be great to
19 have the line come to Lynnwood, but not through our
20 businesses and homes.

21 Thanks.

22 MR. ROBERTS: Thank you. Would you mind giving
23 either your business or --

24 MR. MAYES: Oh, okay. The address is 20225 Cedar
25 Valley Road.

I-217-001

Your overall support for the Lynnwood Link Extension project and your opposition to both Alternatives C1 and C2 is noted.

I-217-002

Your comment stating your preference for Alternative C3 is noted.

1 MR. ROBERTS: Thank you.
2 Next, I have signed up Gunars Sreibers.
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1 MR. MCDONALD: Thank you. My name is Kevin
2 McDonald, and my address is 20111-46th Avenue West.

3 MR. ROBERTS: McDonald, as in, M-C, capital D?

4 MR. MCDONALD: Yeah. M-C, capital D-O-N-A-L-D,
5 yeah.

6 MR. ROBERTS: Thank you.

7 MR. MCDONALD: And I just wanted to expand a
8 little bit about the -- the amount of spaces that you may
9 have. I share a property line with that -- with your
10 existing park-and-ride right there. And I have
11 park-and-ride customers parking on my property all the time,
12 which I'm fine with because I realize that it's over
13 capacity and everybody is just trying to get to work and
14 make a living and, you know, get through the day. So I
15 don't go and tow those cars off the parking lot.

16 But if you guys are going to funnel all the -- or
17 funnel as much as you can from up north until you get funds
18 to, maybe, further extend line, I don't know whether 500
19 spaces is going to be -- only adding 500 spaces is going to
20 be enough. Because as that gentleman expanded on and said
21 that it's -- was over capacity from day one and continues to
22 be, quite a bit.

23 So I don't know whether there's -- as you guys
24 continue to look at it, if there's any way -- as you build a
25 parking structure, that you could add more than the 500

I-218-001

The Final EIS considered options for additional parking for both Lynnwood and Mountlake Terrace stations, beyond the added spaces considered in the Draft EIS. In both locations, the additional parking beyond the added spaces assumed for the Preferred Alternative tended to worsen traffic impacts and did not markedly change ridership. The transit improvement with light rail also frees service hours for local transit operators, who could then increase service to the station, reducing parking demand. Mitigation measures to address spillover parking are described in Section 3.6.7.

I-218-001

I-218-001 | spaces, whether it's economically feasible or
2 | environmentally feasible, but maybe that's something further
3 | to look at.
4 | So that's all I wanted to say.
5 | MR. ROBERTS: Thank you.
6 | Thank you. Is there anyone else who wishes to
7 | address us here? Anyone else?
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1 MS. MONAHAN: Hi. Mary Monahan, 5214-201st Place
2 Southwest, Lynnwood. And I am addressing the Lynnwood Link
3 extension.

I-219-001 4 Okay. First of all, I think we need light rail to
5 Lynnwood, and I voted for it. But we have three
6 alternatives, and it is a quite obvious one to me that C3 is
7 the less intrusive and has less impacts to our neighborhood
8 and community and wetlands.

I-219-002 9 I am deeply concerned about all the impacts the
10 whole project will have to our wetlands and the visual
11 impacts to our neighborhood. This project seems so
12 intrusive and massive and dangerous to our way of life. We,
13 on 201st Place Southwest, down by Sprague's Pond and Mini
14 Park, will also be impacted visually by the skyline and loss
15 of old-growth vegetation and trees in the Scriber Lake Park
16 and along 52nd Avenue and 200th. There is no way Sound
17 Transit can give all of this back after construction. These
18 trees are old growth and a buffer to freeway noise.

I-219-003 19 How can you expect us to embrace a cold and cruel
20 cement jungle over old-growth vegetation and trees and
21 wetlands with turtles; cutthroat trout; salmon spawning;
22 dragonflies; butterflies; birds of all kinds, including
23 eagles, blue herons, wood ducks, Canadian geese; also
24 raccoons, possum, beaver, river otter, frogs, and crickets,
25 and the serene sound of birds which have a calming effect

I-219-001

Your comment stating your overall support of the Lynnwood Link Extension project and your reasons that Alternative C3 is your preferred route for Segment C is noted.

I-219-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below these criteria. Sound Transit's policy is to mitigate moderate or severe impacts as per FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Visual impacts and mitigation are addressed in Section 4.5 which notes that the project would remove mature vegetation, which takes years to grow to restore screening.

I-219-003

The Preferred Alternative features modifications that help minimize wetland impacts and vegetation loss in several locations. It avoids an alignment along 52nd Avenue or 200th or adjacent to Scriber Creek Park. Even if other alternatives move forward, this project will abide by all applicable federal, state, and local environmental laws and regulations, including tree replacement requirements. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure there is no net loss of ecosystem function and acreage as a result of agency projects. Please also see Section 4.5.6 for usual impact mitigation measures.

I-219-003 1 rather than the stressful sounds of light rail.
2 Also the frogs have come back. Just a week ago,
3 we had six turtles come up our street and try to lay eggs in
4 the rocks right on our street.

I-219-004 5 This a protected wetland area labeled 4(f). And
6 as Linda said, right on the sign it says -- Scriber Creek
7 Park sign, says -- excuse me -- Funded by -- in part, by
8 Conservation Futures grant.

I-219-005 9 According to Page 481, C1 and C2 have high visual
10 impacts. Elevated guideways on east side of 52nd Avenue
11 West would visually intrude upon the integrity and the unity
12 of the residential area.

13 According to Page 4 -- or Section 4, Page 59
14 and 60, by the DEIS, both C1 and C2 would feature design
15 measures to avoid noise impact, but the elevated guideways
16 would change views. And alternatively, C3 would have the
17 least effect on the neighborhood because it is largely
18 adjacent or parallel to I-5.

I-219-006 19 We live in very special area that many people
20 don't realize what we have here in Lynnwood. It's our
21 little paradise of wetlands all in walking distance. It's
22 our little -- don't think -- okay -- I just don't think the
23 City of Lynnwood appreciates what we have.

24 Please choose C3 of the Lynnwood Link extension.

25 Thank you.

I-219-004

The Section 4.18 4(f)/6(f) analysis has been updated to note that Alternative C1 would not be implementable under its current configuration. Section 4.17 was updated to note the funding source for the park.

I-219-005

Your comment opposing the elevated alignments C1 and C2 near the neighborhood is noted.

I-219-006

Thank you for your comment stating your preference for Alternative C3.

1 MR. ROBERTS: Thank you.
2 Next, I have Derica Escamilla -- Escamilla.
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1 MR. RIEKSTINS: It's Valdis Riekstins. Last name
2 is R-I-E-K-S-T-I-N-S. My address is Woodinville, but I'm
3 here -- I'm here to actually speak about the Latvian
4 Lutheran church that's actually more -- closer to the
5 Northgate area.

6 I'm a member of the Seattle Latvian community. I
7 was born into it. And this structure stands as a living
8 landmark to our community. This is a facility that was
9 designed, financed, and built by my grandparent's
10 generation. A generation that was driven by their homeland
11 by war. They were forced from their homelands with little
12 to nothing to their name and fought their way to this
13 country to start a new, better life for their families.

14 And together with like-minded individuals, they
15 decided to create a center to teach the language and the
16 customs to their children and their children's children to
17 preserve their customs here in this land until their country
18 was free again.

I-220-001 19 I noticed on -- I noticed on your boards that this
20 facility is listed as a church. And I need this board to
21 understand that this facility is so much more than just a
22 house of religion. It is a hub for our Baltic-American
23 communities in the Pacific Northwest that houses a Latvian
24 Saturday school that I myself attended, that my children
25 will be returning to next month. It is home to so many

I-220-001

Thank you for your comments on the cultural importance of the church and center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church and community center. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement. None of the Segment A alternatives evaluated in the Final EIS would displace the church or hall.

I-220-001 | Baltic arts and performances, folk dance rehearsals that my
2 | parents met and fell in love at, that my wife and I
3 | rehearsed at before we were married.

4 | This facility is crucial to our communities, and
5 | we cannot see it demolished or any way diminished. It
6 | serves as a monument to those in our community who are no
7 | longer with us who built it so we could have it for our
8 | children and their children.

9 | I -- I implore this -- this committee -- I -- I --
10 | you must preserve this center. It cannot be replaced; it
11 | cannot be substituted; it can -- we cannot be compensated
12 | for it. It is priceless to our communities. And any
13 | consideration of elimination of this facility cannot --
14 | cannot be considered. Thank you.

15 | MR. ROBERTS: Thank you. Gleb Shein.

16 | Can you give us your name and address and spell it
17 | for us? I probably didn't do it justice.

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1 MR. SHANNON: Yes. I'm back here. I'm going to
2 have to stay where I am. I'll speak loudly if I -- as
3 much as -- as loudly as I can. It's J-E-F-F, S-H-A-N-N-O-N.

4 Thanks, very much.

5 So that's J-E-F-F, S-H-A-N-N-O-N.

6 I am in a very serious impact zone with my home
7 which rests on the corner of 204th and 52nd Avenue West
8 here, right across the street from the WorkSource building.

I-221-001 9 One thing I'd like to make -- a comment I'd like
10 to make, which is probably already a moot point, is that
11 while it's really gratifying to see the attendance here
12 tonight, I hardly think 5:30 is an optimum time for maximum
13 attendance for meetings like this. So you might want to
14 modify that in the future.

I-221-002 15 And I don't wish to sound cynical or paranoid
16 about this, but I've already noticed that several of the
17 viewpoint visualizations that are shown on the slides out
18 there are showing lots of trees around these tracks when the
19 tracks are supposed to be -- trees are not supposed to be
20 anywhere within 30 feet of the tracks. So a lot of these
21 pictures are already misleading. So we need to make sure
22 that we have honesty and integrity in visualizing these
23 future photos.

I-221-003 24 And my third comment would be that -- and I'm
25 sorry if this sounds very cynical, but it seems to me that

I-221-001

The public meetings that were held during the public comment period for the Draft EIS occurred between 5:30 p.m. and 8:00 p.m. The proposed time was selected to generate the greatest attendance because it coincides with a large population of commuters on their way home from work. Having the meeting held through 8:00 p.m. allows for attendance from individuals outside the targeted commuter group. In addition to the public open house/public hearing, there were other opportunities to comment including sending written comments and emails directly to Sound Transit. The Draft EIS was made available to review on Sound Transit's website, at multiple public libraries and Sound Transit offices, and were available for purchase. Chapter 6 of the Final EIS includes additional details about the project's public involvement and agency coordination plan.

I-221-002

Photo simulations of the alternatives are consistent with the tree clearance policies of Sound Transit for operation of the light rail system. In general, vegetation is cleared 30 feet from the centerline of elevated structures, which is about 15 feet from the edge of the structure. For at-grade sections, branches and drip line are maintained to be at least 10 feet from the overhead catenary system (the wires that provide power).

I-221-003

Thank you for your comments.

I-221-003 | somebody being on the board of Sound Transit and a city
2 | council member, strikes me as something of a potential
3 | conflict of interest.
4 | Thank you.
5 | My address is 20406-52nd Avenue West, which is
6 | ground zero for C2.
7 | MR. ROBERTS: Thank you.
8 | Okay. Next, we have Linda Willemarck or
9 | Willemarck. I'm sure I'm not doing that quite right, but,
10 | Linda, you can correct me.
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I-222-001

Thank you for your comment stating your preference for Alternative C3 and the reasons why.

1 MR. SHEIN: Good evening. I'm Gleb Shein,
2 S-H-E-I-N. I am from Lynnwood, 4820-200th Street Southwest.
3 And I would like to welcome everyone here, including Sound
4 Transit.

5 First and foremost, I'm glad that Sound Transit is
6 finally going to build a viable alternative to daily
7 stop-and-go commuting in the form of light rail. Okay? It
8 should have been built yesterday. However, this incredibly
9 sophisticated project unnecessarily intrudes into our public
10 parks, churches, neighborhoods, businesses, and high-density
11 residential communities.

I-222-001

12 There are different alternatives proposed within
13 Lynnwood, the C1, C2, and C3 alternatives. Please consider
14 these statements and choose to build on the route described
15 as the C3 alternative. Okay?

16 According to the DEIS, the draft environmental
17 impact statement, the C3 alternative is the least expensive
18 of the three, the least intrusive, the one that affects the
19 least amount of public parks and private businesses, and the
20 only one that does not displace any families.

21 On Page 27 of your environmental impacts and
22 mitigation, or EIM document, the C3 alternative would end up
23 in the Lynnwood city center core zone, an area envisioned to
24 include a dense mix of commercial, residential, office, and
25 retail space.

I-222-002

The C1 alternative accomplishes the complete
 2 opposite. It destroys high-density commercial, residential,
 3 and retail space. Why do you need to unnecessarily demolish
 4 something that you envisioned just to rebuild it many years
 5 later and at who knows what higher costs? Okay?

Both the C1 and the C2 alternatives also
 7 unnecessarily run in the middle of our neighborhoods, in the
 8 middle of a residential street, in the middle of a protected
 9 park -- okay? -- the Scriber Creek Park. This park includes
 10 wildlife habitat, protected forest wetlands. The C1 and C2
 11 alternatives would take out a large portion of this park.
 12 Yet on Page 28 of the EIM, you write that the conversion of
 13 this land to transportation use would not alter the overall
 14 pattern of land use or character in this area.

How so? I ask. 40- to 60-foot pillars in
 16 the middle of wetlands, in my opinion, dramatically alter
 17 the overall pattern of land use, and not just any -- of any
 18 park, but anywhere. Okay?

Finally -- I have ten seconds?

I-222-003

In the entire project, the entire length of
 21 light rail from Seattle to Lynnwood, only the C1 would go
 22 through what's called the Level 5 hazardous materials site.
 23 If you're right, you would need long-term monitoring. C3
 24 does not go through a Level 5 hazardous materials site.

Thank you very much for your time and

I-222-002

Your comments stating your opposition to Alternatives C1 and C2, based on your concerns for the negative impacts of these alternatives on residential and commercial land uses, neighborhood cohesion, parklands, wildlife habitat, and wetlands are noted. The EIS analysis of land use is based on the overall effect of the project on land use plans and land use patterns in the city. More localized concerns about changes to neighborhoods are covered in Section 4.4. The assessment of the visual impacts of the elevated rail guideway through the park is discussed in Section 4.5, as well as in Sections 4.17 and 4.18. Table 4.5-1 identifies visual impacts at various viewpoints along the project corridor by alternative. In this table, the assessment of visual impacts is designated as "High" (not "Low" or "Medium") for Alternatives C1 and C2 as they travel through Scriber Creek Park. The analysis of visual impacts presented in the EIS is in agreement with your own assessment of these impacts.

I-222-003

Your preference for Alternative C3 is noted. You are correct that Alternative C1 would pass through a hazardous materials site that Sound Transit has ranked as high priority, and which is currently undergoing long-term monitoring. You are also correct that Alternative C3 does not pass through a hazardous materials site that has been ranked as high priority. See Section 4.1.2 of the Final EIS for further details.

1 everyone who attended.

2 MR. ROBERTS: Thank you.

3 Next, we have Mike Mayes.

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1 MR. SREIBERS: Hello. My name is Gunars Sreibers.
 2 That's G-U-N-A-R-S, S-R-E-I-B-E-R-S. And I'm representing
 3 the Latvian Lutheran church and community center located
 4 just north of Northgate.

I-223-001

5 And I realize that we're a long ways at the other
 6 end of the line here, but just as your community here in
 7 Lynnwood's expressing your concerns about this project, we
 8 also want to get our information out in terms of the impacts
 9 on our community center and make the community and everybody
 10 involved in this project aware of just exactly what impacts
 11 are going to occur to the Baltic community as a result of
 12 this.

13 We were extremely disappointed in the draft EIS's
 14 lack of recognition for the social and cultural
 15 contributions of our Baltic community that our center
 16 provides both Seattle and the Pacific Northwest. As was
 17 mentioned before, we are the hub of the Baltic community
 18 here in the Pacific Northwest. The draft EIS really failed
 19 to address, you know, the long-term impacts -- short-term
 20 construction impacts and long-term impacts on the facility.

21 Our facility represents thousands of people that
 22 come to use this facility. There are numerous activities,
 23 as was mentioned before. This is not just a church. This
 24 is really a community center for the entire Pacific
 25 Northwest extending to Alaska and all the way down to

I-223-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. The impacts to the church were identified in several sections of the Draft EIS, and this information has been updated in the Final EIS to reflect the design measures taken to avoid displacing the church. Sections 4.1 and 4.4 in the Draft EIS mentioned the church specifically, with 4.4 including both long-term and construction impacts discussions, and this information has been updated and further detailed in the Final EIS. All other sections describe construction impacts and long-term impacts occurring along the corridor.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations. Construction period mitigation is also defined for each environmental topic, and Sound Transit anticipates that the center's activities would be able to continue during construction.

1 California.

2 The activities that go on there are church
3 services in three different languages, Latvian, Lithuanian,
4 and Estonian; special events and holidays that are unique to
5 the Baltic countries. There's a Latvian language school
6 that's been in existence at this facility for over 60 years.
7 This is used -- this facility used for national and
8 international dance and choir groups that practice there.
9 It's a center for fraternities from the universities of
10 Latvia, Lithuania, and Estonia -- and sororities -- that
11 meet regularly there. There are numerous senior activities
12 that are also ongoing at this facility.

13 It also is the election center for the Baltic
14 elections for the elections that happen in Latvia,
15 Lithuania, and Estonia and allows their citizens to vote in
16 the election of their countries.

17 And the -- and the center really has been a hub
18 for establishing the Baltic Studies Program at the
19 University of Washington and continues to fund that program.

I-223-002

 If the center is disrupted, it is unacceptable to
21 the Baltic community. Any option that comes close or moves
22 the center will be devastating and, in all likelihood, lead
23 to the demise of the many of the activities that currently
24 happen there. In reality, it will end the Baltic
25 community's presence in the Northwest and the cultural

I-223-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-223-002 richness it really brings to this community. The center
2 must -- and I emphasize -- must continue to function at its
3 current location.

4 One last note that I think is particularly
5 noteworthy, we have been through this process once before.
6 Our center was actually located in -- further to the west
7 and in -- was actually -- we purchased it in 1955. In 1969
8 the center was actually taken by eminent domain, a process
9 very similar to this. We were forced to move. And through
10 the outpouring -- the generosity of donors and volunteer
11 labor, we were able to transform that center into its
12 present location right now.

13 It is really inconceivable to us that we would be
14 placed in this situation for the second time, that we would
15 have to move by eminent domain.

16 Thank you.

17 MR. ROBERTS: Thank you.

18 Next, we have Eric Goodman.

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1 MR. WALKER: I am James Walker. And I'm at
2 20308-52nd Avenue West. And it's W-A-L-K-E-R.

3 I'd like to comment on the impact to the
4 Lynnwood park-and-ride lot. Right now we have a facility
5 that functions very well for buses as well as car pools and
6 van pools. You see them going through all the time.

I-224-001 My concern is that with addition of light
8 rail, we won't have enough parking. The park-and-ride lot
9 is over capacity and, as far as I know, has been from the
10 day it opened. And so I am hoping you will expanding the
11 parking for the light rail as well as for more carpools,
12 vanpools, and transit users.

I-224-002 I don't want to see light rail come in and
14 steal from other modes that are alternatives to single-use
15 vehicles. We don't want to trade off those options against
16 each other. We want to get people out of cars and into the
17 city in as many modes as possible.

I-224-003 I'm noting that in Mountlake Terrace, the
19 interchange there is not accessible from the north. And so
20 there's a minimal usage of that by vans and car pools.

21 If you extend -- if you add a station at
22 220th, it would be nice, in the southbound direction from
23 the north, if you could widen that ramp. It already backs
24 up most of the day. It's down to maybe 50 miles an hour
25 almost 24/7. If you could extend that up to the Mountlake

I-224-001

The park-and-ride lots have generally been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility. The Final EIS includes additional analysis of more parking at Lynnwood and Mountlake Terrace.

I-224-002

Thank you for your comment on concerns that the proposed light rail service between Northgate and Lynnwood could reduce bus ridership in the area. See Section 3.2.2 for a discussion of transit impacts. Overall, transit ridership, both buses and light rail, would increase through 2035. The light rail service would be faster, more frequent, and operate for longer periods each day than bus service. Following the construction of the Lynnwood Link Extension project, it is expected that the bus transit agencies serving the Northgate to Lynnwood corridor would revise their service plans to both revise routes to serve the new light rail station as well as expand services elsewhere (see Section 3.4 Indirect and Secondary Impacts).

I-224-003

Adding access to and from the north between 236th and I-5 is outside of the scope of this project. Traffic to and from the north would either have to use the Lynnwood Station or 220th Street Station (if built) or use the local street system to access the Mountlake Terrace Station.

I-224-003 Terrace exit, which is 236th, if you could extend it to the
2 north so that people from the north could have access to the
3 Mountlake Terrace station, I think that would help a lot,
4 the big structure right there.

5 And that's my comment, really.

6 MR. ROBERTS: Thank you.

7 Sir?

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1 MS. WALKER: I'm Janice Walker, J-A-N-I-C-E,
2 W-A-L-K-E-R. My address is 26308-52nd Avenue West in
3 Lynnwood 98036.

I-225-001 My house is located -- if the elevated train goes
5 down C1 or C2, we would be looking at footings out our front
6 window. And I would like to see Sound Transit and the City
7 of Lynnwood adhere to the C3 plan that keeps it along I-5.

I-225-002 The reason for that is two-fold. My first reason
9 is because I love my home. I don't want the noise. I
10 worked very hard on this property since 1997 when we
11 purchased it. And I now have a nice home where I can relax
12 and was hoping that I would be able to not have an increased
13 noise level which will be brought by the train and the
14 increased scheduling.

15 The train would run longer than the bus lines run,
16 and we would have noise in the middle of the night, which I
17 find disruptive. It would be disruptive. And I really
18 don't want to have the peace of my home destroyed. It means
19 a lot to me.

I-225-003 And as a resident of Lynnwood, I feel that the
21 City has not done a very good job at integrating that
22 particular neighborhood into the rest of the city. It's
23 pretty much a portion of the city that has been ignored.
24 And running a train down our street is like a slap in our
25 faces saying that we're not important to the city other than

I-225-001

Your comment stating your preference for the Alternative C3 is noted.

I-225-002

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria, and Sound Transit would mitigate noise impacts to levels below these criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts.

I-225-003

Thank you for your concerns about the impacts to neighborhood character and cohesion from Alternatives C1 and C2 in Lynnwood.

I-225-003 to use us as disposable residents for our property.

I-225-004 My second reason is because, since 1997, I have
3 watched the development, ecologically, of Scriber Creek
4 Park. And in that time, in the time that we have lived
5 there, we've done fish watch. And we went from, 10 or 15
6 years ago, having no fish in Scriber Creek Park in the
7 overflow in the lake and also in that trail area, wetland
8 between 52nd and the park-and-ride, there were no fish
9 there. There was not a lot of wildlife.

10 And in that time, there are now fish. There are
11 at least two varieties that I saw listed in this public
12 meeting. We have also seen an increase in heron population.
13 We have seen an increase in the types of ducks and birds
14 that live in our -- in our ecosystem there. I've seen wood
15 ducks. I have seen bald eagles flying over my house. And I
16 have also seen shoveler ducks.

17 And I don't want to see that destroyed by having
18 Sound Transit and the City see fit to have a train go right
19 through the wetland or the edge of the wetlands where it's a
20 sensitive area. I feel that by keeping the train along I-5
21 that the transit system could be better served and the
22 ecosystem could be better served.

23 I do understand that there is a certain area of
24 sensitivity along I-5, but I feel that by using -- by using
25 this, they would be able to mitigate some of the impact in

I-225-004

Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts to environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure there is no net loss of ecosystem function and acreage as a result of agency projects. Section 4.8 discusses impacts, including mitigation in Section 4.8.6.

I-225-004 | other areas by keeping it along I-5 and not down 52nd.

2 That's all.

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1 MS. WALSH: My name is Maryellen Walsh. I live at
2 Cedar Creek Condominiums. And I've lived there for 24 years
3 and have become extremely fond of Scriber Creek Park.

I-226-001

4 And I do have some legal background. I'm not a
5 lawyer. But one of things that I checked into early on was
6 the 4(f) regulation. And Scriber Creek Park is protected
7 under 4(f). It is the only route in the three C
8 alternatives that has 4(f) protection. And in order to cut
9 through that park, you going to have to get a de minimus
10 letter from the Federal Transit Authority.

I-226-002

11 And it seems, with everything that has been said
12 about the C1 and C2 alternatives, the impact on the
13 community, the neighborhood -- the people across the street
14 from us, Oxford Square, are just appalled that they're going
15 to have look at this steel -- or cement contraption. And
16 they're talking about crime in their neighborhood as it is,
17 and this will just increase the crime.

I-226-003

18 Further, the graffiti that will go on the posts in
19 the park is -- it will just completely alter the park
20 experience. And having an electric train rumbling over your
21 head while you trying to listen to birds and appreciate the
22 wildlife and the beauty of having this great oasis in the
23 middle of the city will be completely ruined.

24 I say go with C3. Thank you.

25 MR. ROBERTS: Thank you.

I-226-001

You are correct that Alternative C1 would be subject to a Section 4(f) use determination. The Final EIS Section 4.18 notes that FTA has determined a Section 4(f) use would occur, as a de minimis determination was not available because the City of Lynnwood was not able to concur.

I-226-002

Thank you for your concerns about the impacts to neighborhood character and cohesion from Alternatives C1 and C2 in Lynnwood. Section 4.5.4 compares the visual impacts of the three alternatives, and Section 4.14.2 discusses changes in neighborhood crime rates associated with the guideway and transit station areas.

I-226-003

Thank you for your comment stating your preference for the C3 alternative and the reasons why.

1 MR. WHITTALL: Corey Whittall, C-O-R-E-Y,
2 W-H-I-T-T-A-L-L. I live at 20505-53rd Avenue West.

I-227-001 3 My one concern here is the tree line that we have.
4 And one thing -- yeah, we all voted for this to come into
5 Lynnwood. Appreciate that, but we've also voted for and
6 paid for the school district to put their administration
7 building on that lot where the school was taken down, Cedar
8 Valley Elementary. And no one's been able to answer the
9 impact that the structure would have on -- C1 and C2 -- to
10 the entrance of administration building.

I-227-002 11 They already did speak about the noise level
12 being, you know, pushed back and everything if it stays with
13 the C3. Which I appreciate that. But in the pictures that
14 you guys show on your Web sites here, you're all -- most of
15 them are no trees on 52nd. That tree line right there, on
16 52nd that was the buffer from the school, would all be
17 downed. And I'd be standing in my backyard looking at this
18 train. The train would be over my house, basically.
19 Because I live right by -- right behind the grange hall. So
20 my backyard would be staring right at it.

I-227-003 21 So going to work every day in construction,
22 dealing with traffic and everything, and then coming home to
23 sit peacefully in my backyard, except for, now, I have a
24 train over my head. It's not going to work for me.
25 Anyway, I just wanted -- I just wanted people not

I-227-001

Thank you for your comment stating your overall support of the Lynnwood Link Extension project, but your concerns about the anticipated adverse impacts of Alternatives C1 and C2 particularly along 52nd Avenue W. The Preferred Alternative in the Final EIS is a modified version of Alternative C3. Some of the tall trees would be removed on the east side of this street for the elevated guideway. As shown in Figure 4.5-6, the visual impacts from residences on the west side of the street is shown as "High" impact. The visual impacts on the east side of the street are designated as "Low" as the area is zoned light industrial and not residential.

The entrance to the Edmond's school district property would be maintained.

I-227-002

The analysis on Draft EIS page 4-81 concludes that the elevated guideway would visually intrude upon the integrity and unity of this residential area. Figure G-118 shows the typical vegetation that would be retained adjacent to the guideway. The largest grouping of mature trees along 52nd Avenue West is adjacent to the former school site north of Dolores Avenue and these trees would likely be removed to accommodate the elevated guideway.

I-227-003

Thank you for your comments stating your concerns about the potential traffic, noise, and visual impacts of the project along 52nd Avenue W. during project construction and future operation.

1 to forget about the administration building for school
2 district as well, which we all paid for.

3 MR. ROBERTS: Thank you.

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1 MS. WILLEMARCK: Yes. Linda, L-I-N-D-A; last name
2 is Willemarck, W-I-L-L-E-M-A-R-C-K. And I live in the
I-228-001 Lynnwood area. I'm also one of the 77 acquired and removed
4 properties if they choose C1.

5 We did bring photos tonight -- we put them out in
6 the lobby -- of both the home, the condo area that we live
7 in. We're 90 percent occupied there. People have lived
8 there for decades. The condos were built 35 years ago. So
9 the huge pictures of trees are real in those photographs out
10 there and for the park.

11 I wanted to refer to -- in your reader's guide to
12 the DEIS, on Page 2, it says, And EIS proposes action that
13 will help mitigate unavoidable impacts.

14 I don't see any mitigation needed for C1 because
15 there aren't any unavoidable impacts. They can all be
16 avoided if you simply go down to C3.

I-228-002 The other thing I wanted to say is that we're a
18 thriving community right now. There are 31 businesses up
19 and running right now, employing people from physical
20 therapy, Oriental medicine clinic, community clinics, and
21 others who will lose their place of business. And I
22 believe, as Gleb said earlier, tearing down now what you
23 want to build later seems like a whole lot of work when we
24 already have it and it already exists.

I-228-003 C1 is the most expensive. It does affect the most

I-228-001

Your preference for Alternative C3 is noted.

I-228-002

Thank you for your comments about the stability and strength of the Lynnwood community. Following the publication of the Draft EIS, Sound Transit received a substantial number of comments in support of Alternative C3 due the community impacts of Alternatives C1 and C2.

I-228-003

Sound Transit identified a modified Alternative C3, as the Preferred Alternative. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative.

I-228-003 people in business by a huge margin compared to C2 and C3.
2 It's not minor differences. It's 77 properties of
3 homeowners to one and nothing. It is 31 businesses compared
4 to three and one. It's a huge difference. I think C3 is
5 the obvious choice.

I-228-004 The other thing I want to bring up is, I saw the
7 other day that Lynnwood is asking Snohomish County for
8 monies from the Conservation Futures grant, which they
9 receive. They're asking for \$7 million in order to purchase
10 land to conserve for the future, which I think is a great
11 idea. What confuses me is that the Scriber Creek Park
12 sign -- if you go to the park and read the sign, it says,
13 Funded, in part, by the Conservation Futures grant.

14 So here we are asking for \$7 million to buy
15 property on this hand; and on this hand, we are considering
16 giving up property purchased by those same funds in 1991 to
17 give to Sound Transit to build on. And I have a real
18 problem trying to digest that.

19 That's -- oh, my address I'm 4900-200th Street.

20 MR. ROBERTS: Thank you.

21 Next is Mary Monahan.

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I-228-004

Your comment is correct that Conservation Futures Funds were used as part of the funding to acquire property for the park. If the alternative selected for the project requires use of Scriber Creek Park property, Conservation Futures funding requires approval of the transfer by the original funding jurisdiction, as well as mitigation for impacts. The Preferred Alternative avoids this concern.

I-229-001

1 MR. WILLIAMSON: I may wonder about one thing. On
2 the C3, is that station going to be between 44th and 46th
3 Street because -- well, I mean, 44th and 46th Street?
4 Because 46th raises up and is a car pool set of lanes.

5 MR. ROBERTS: You know, and I'm going to ask, if
6 you don't mind -- because that's good question. I don't
7 have the answer to that. And we're not going to have a --
8 we don't have a dialogue in this process. But we certainly
9 do have people to answer those questions. So if you
10 wouldn't mind, I think we'll have staff try to give you an
11 answer to that. And that's a great segue to --

12 MR. WILLIAMSON: Because that's what this fellow's
13 going to --

14 MR. ROBERTS: No, no. And I get that. But I want
15 to be clear. What we're doing here in this part of our
16 program tonight is, I'm not going to enter into a dialogue.
17 I would tell you, I would be the last person to be able to
18 talk in good detail about this, though I have gone through
19 the sites, all of them.

20 But the staff is here to answer those questions
21 and can do that.

22 Let me first say thank you for all of you coming
23 tonight, taking your time out of your evening to be here
24 with us and share comments. That is important, and we are
25 in the process of gathering these comments. This is what

I-229-001

Thank you for your comment stating your concerns over siting of the Alternative C3 station and potential traffic impacts on adjacent roadways. For this alternative, the station would be elevated and the track guideway approaching the station would be elevated above 46th Avenue W. Option 1 assumes the existing transit center would remain at its current location. Under Option 2, the bus transit center would be relocated adjacent to the light rail station with a conversion to transit-only vehicular traffic on 46th Avenue W. The Preferred Alternative has a station closer to the transit center and includes street improvements on 200th Street SW and along 44th and 46th Streets (see Appendix F). Chapter 3 describes the operational effects of all of the alternatives.

1 MR. WILLIAMSON: Well, okay. I could have -- I
2 could have given you a full earful. I'm going to try to
3 write this down later on, on my draft comment form.

I-230-001 But I have concerns about things such as, well,
5 noise issues, particularly on the curve. Of course, that's
6 always a wear-and-tear issue, when it gets down to
7 engineering, better solved by keeping the line straight.

I-230-002 There's wildlife involved where I live. Frogs come
9 into the condo units where I live, kind of in between the
10 place. It's pretty well landscaped and things like that.

I-230-003 And -- and hey, I also live there. It's Cedar Creek
12 Condominiums. And I would be one of the 77-odd people that
13 would be displaced if the C1 alternative were taken. And I
14 think there are at least 33 businesses I've counted along
15 the basic route.

I-230-004 And then there's earthquake damage. I mean,
17 everything is going to have to be dug down and designed
18 to -- to keep the earthquake from causing problems due to
19 liquefaction. I remember the Nisqually earthquake back in
20 2001, February 28th, comes back, you might say like the old
21 rock-and-roll song, with a shake, rattle, and roll. And the
22 big thing, of course, is not -- the big concern is not the
23 first two, but the third.

24 And as Kobe, Japan in 1995 proved, you can build
25 your buildings straight up, and it will be well-structurally

I-230-001

It is Sound Transit's Policy to mitigate all noise and vibration impacts, per FTA criteria. Noise and vibration mitigation measures will be included in the project for identified impacts.

Wheel squeal only occurs on tight radius curves, not on a tangent track, like the ones along most segments of the corridor. For areas with tight radius curves, like the curve to 52nd Ave, trackside lubrication will be used to mitigate wheel squeal.

I-230-002

Your concerns about wildlife impacts are noted.

I-230-003

Thank you for your comment stating a preference against Alternative C1. Sound Transit recognizes your concern for the residents and businesses that would be displaced with Alternative C1.

Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects, and this includes relocation assistance a manner consistent with state and federal law.

I-230-004

The Draft EIS and Final EIS include a summary of the geologic hazards that have been identified in the project areas. The project design will address identified geologic hazards, and will include earthquake engineering in accordance with applicable building codes addressing factors such as ground shaking, liquefaction, lateral spread, liquefaction-induced settlement, and seismically-induced slope instability. The earthquake engineering building codes incorporate research on hazards from identified faults in the Puget Sound area.

8/21/2013

I-230-005

Thank you for your comments.

I-230-004 1 engineered. But if you've got it on muddy ground, you've a
2 problem, liquefaction. And some of these buildings keeled
3 over fell over against one another and shattered the whole
4 ground. There were people that were killed. So that's
5 simply something, as you're building up.

6 I may have some little things about making sure
7 that this gets into the final draft because I did -- final
8 form because I did not see some of those things addressed in
9 the draft EIS, particularly engineering problems.

I-230-005 10 And of course, I would probably urge everyone,
11 walk the route and ask the people in the areas on all three
12 routes, how is it going to effect them if one, another, or
13 the third alternative is taken. And of course, when you get
14 down to end of it all, you're still going to have some other
15 businesses beyond 44th that will still be impacted until you
16 get back to the Interurban buffer -- buffer strip.

17 And generally from that point going, I would say
18 keep the route, if you're facing north, to the left side of
19 the freeway pretty much all the way up as far as you go,
20 Everett, Marysville, et cetera. That would probably do it.
21 And if you keep the curves at a minimum, you'll have far
22 less wear and tear and less noise.

23 I've been a engineer and I've looked at some of
24 the logging roads that I worked on years ago. Some of them
25 are now washed out because people forgot deferred

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1 maintenance is the most expensive of all. And when they're
2 not kept up, the damage and the loss could be great.

3 And I also remember Jesus had two parables. One
4 was about a man who did not count the cost. And when he ran
5 out of money, his pyramid, his project, was only half
6 complete. And everyone came around to ridicule him on the
7 results.

8 Another one was about the man who built his barn
9 and decided he's going to add more to include his increased
10 harvest. But God came at the night that he was patting
11 himself on the head saying, I'm going live life with ease
12 now.

13 And God came and said, You fool, don't you know
14 that tonight your life be taken from you, and who will enjoy
15 our acquisitions then?

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16 So I say, count the costs, look ahead, but also
17 look behind you. Because I also remember a boondoggle in
18 Ballard, back in the turn of century. And people got set up
19 on than to too.

20 MR. ROBERTS: Thanks, Mr. Williamson.

21 Let me just say, I forgot to mention that the
22 comment -- the extended comment period ends September 23.
23 So there is certainly time to add comments until
24 September 23.

25 MR. WILLIAMSON: Thank you. Walk the routes so

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Thank you for your comment. Costs will be among the factors the Sound Transit Board will consider in selecting the project to be built.

1 you know what you've got.

2 MR. ROBERTS: Thank you.

3 The next person I have signed up is Valdis
4 Riekstins.

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